

CALIFORNIA COASTAL COMMISSION

455 Market Street, Suite 300
San Francisco, CA 94105
FAX (415) 904-5400



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February 4, 2022

TO: California Coastal Commission and Interested Parties

FROM: John Ainsworth, Executive Director

SUBJECT: Executive Director's Report, February 2022

Annual Form 700 – Statement of Economic Interest Filings

The Annual Form 700 – Statement of Economic Interest filings are due for Commissioners and Alternates postmarked by March 1, 2022. Failure to submit the Form 700 on time can result in a significant fine. Notifications were sent out via email from the Fair Political Practices Commission (FPPC) on January 7, 2022 to those who have email addresses on file. Commissioners and Alternates may submit their filings electronically directly to the FPPC by logging in at <https://form700.fppc.ca.gov/>. The option of filing hardcopies is still available; please send these to the Commission's Human Resources office. Email notifications were also sent with the documents attached on January 27, 2022 from the Commission's Human Resources Office.

Peter Douglas Environmental Justice and Tribal Affairs Planning Internship

In December, the Commission started taking applications for the newly created Peter Douglas Environmental Justice and Tribal Affairs Coastal Planning Internship Program. The program will offer paid internships at the Commission for undergraduate college students, including those at community colleges. Named in honor of the Commission's late Executive Director who championed a similar program in the 1980's, this program aims to help build a more diverse workplace that includes the perspectives and experiences of a wide variety of qualified applicants. A special thanks to Alison Dettmer, whose idea it was to create the internship and who identified funding sources. And if there is anyone out there interested in applying, the program is currently advertised on our employment page under "Other Job Opportunities."

New Racial Equity/EJ Language for Employee Duty Statements

The Environmental Justice Unit worked with the Commission's Human Resources Division and Senior Management Team on racial equity language that will go into every new and current employee's official duty statement allotting a certain percentage of staff time to prioritize these

internal goals. Duty statements for planners and enforcement analysts will also reference EJ and tribal work as part of their required work. Updating these documents is a critical way to highlight the Commission's expectation that Justice Equity Diversity and Inclusion (JEDI) principles will be integrated into the workplace at every level and shows that it is a priority for our agency.

New Public Informational Resources on CCC Website.

Three new informational slide shows are available on the Commission's website to help inform the public on key elements of the Coastal Act. This effort was funded through a NOAA Federal Coastal Zone Management Grant.

- "[Coastal Act Overview](#)" describes the coastal protection goals and core regulatory functions of the Coastal Act.
- "[Coastal Zone Overview](#)" explains the legislatively-defined geographical area of the coast where the Coastal Act applies.
- "[Coastal Act Chapter 3](#)" details the coastal resource protection and management policies contained in Chapter 3 of the Coastal Act.

Coastal Commission 2021 Year in Review

The Annual Year in Review Report outlining the many Commission accomplishments achieved in 2021 is available at this link: <https://documents.coastal.ca.gov/assets/press-releases/year-in-review/2021-Year-in-Review.pdf>

Coastal Commission 2021 Workload Review Report

Attachment A to this report is the annual Commission Workload Review Report for 2021. This report is a comprehensive review of the Commission's workload over the past year.

Hunga-Tonga Tsunami and California's Experiences

The volcano on Hunga Tonga, in the Tongan archipelago began erupting on December 20, 2021, and several tsunami alerts were issued throughout Tonga several times before the major eruption on January 15, 2022. Eruptions generated a large tsunami with wave heights up to about 50' that destroyed many of the coastal communities on the western side of Tongapatu and destroyed all homes on the island of Mango and other small islands. Many people were injured but, as of January 23, 2022, only three fatalities have been reported. The low number of fatalities may be related to the prior tsunami alerts and to active tsunami evacuation programs throughout the Tongan nation.

Following the eruption on January 15th, tsunami alerts were issued along the CA coast and throughout most of the Pacific. In California, alerts warned people to move away from low coastal areas, to stay out of the water, and many harbor districts evacuated live-aboards and restricted entry to the harbors while the alert was in effect. In California, alerts were issued by about 7:15 or 7:30 AM PST on Saturday morning and remained in place till mid-afternoon.

In California, the tsunami wave arrived during high tide and elevated water levels along the coast by several feet above the anticipated tide levels. Tsunamis tend to intensify at several coastal locations such as Port San Luis (4.3 feet), Arena Cove (3.7 feet) and Crescent City (3.7 feet). Point Reyes had the highest recorded wave heights for the Bay area (2.9 feet) and wave heights in southern California ranged from about 1 to 1.5 feet. The tsunami waves cycled quickly (15- to 20-minute periods) in and out of harbors and other enclosed areas, generating fast currents. No fatalities were reported in California, however, some people were caught in these currents and injured, and several water rescues occurred throughout the day.

The Hunga-Tonga tsunami made landfall during high tide and water levels from the tsunami combined with tide levels to result in harbor flooding and also some overland flooding. California Geological Survey has been collecting damage reports harbors throughout the state, with a dozen harbors reporting \$8 - 10 million. Most of the damage was reported by Santa Cruz and Ventura Harbors. The dredge in Santa Cruz Harbor was taken off-line for maintenance and the Harbor has reported about \$6.5 million in damages to the dredge, docks, restrooms, and utilities. Ventura Harbor has reported about \$1.2 million in damages and flooding damages has also been reported in Crescent City, Mill Valley, Capitola, Moss Landing, Monterey, Port San Luis, Santa Barbara, Ventura, and Shelter Island (San Diego Bay).

Underwater volcanic eruptions are a known source of tsunamis and about 5% of all tsunamis have been caused by volcanos, either by the actual eruption, by resulting landslides or pyroclastic flows, or caldera collapse. Tsunamis wave heights can range from a few feet to hundreds of feet. The Bronze Age (c. 3650 B.P.) eruption of the Greek island of Santorini generated wave heights up to 115' to 490' and destroyed the population on Crete; the eruption of Krakatoa in 1883 created wave heights up to 130' and about 36,000 people were killed.

Until the Tunga Tonga event, volcano-generated tsunamis had not caused notable damage to the California coast (Lander et al. 1993) but earthquake-generated tsunamis have caused fatalities and millions of dollars in damage. Regardless of the source, tsunamis are a real threat to much of the California coast and Commission staff continue to work with our state and local government partners to advance resiliency planning and emergency preparations.

Additional Resources to learn more about the Hunga-Tonga tsunami, volcano- generated tsunamis, tsunami history and emergency responses to tsunamis.

The Hunga Tonga Tsunami

- https://en.wikipedia.org/wiki/2022_Hunga_Tonga_eruption_and_tsunami
- <https://www.pmel.noaa.gov/edd/news-story/understanding-unique-tsunami-event-caused-tonga-volcano-eruption>
- <http://www.tsunami.ca.gov/tonga>

Volcanic Tsunamis

- https://en.wikipedia.org/wiki/Volcanic_tsunami
- <https://volcano.oregonstate.edu/tsunamis>

Tsunami History

- <https://www.livescience.com/13176-history-biggest-tsunamis-earthquakes.html>
- Lander, J.F., P.A. Lockridge, and M.J. Kozuch (1993) Tsunamis Affecting the West Coast of the United States, 1806-1992. US Department of Commerce; Google book link: <https://play.google.com/store/books/details?id=A7YPAQAAIAAJ&rdid=book-A7YPAQAAIAAJ&rdot=1>

Tsunami Evacuation Planning

- California Tsunami Preparedness: <https://cadoc.maps.arcgis.com/apps/MapSeries/index.html?appid=61bc8d30b53e4fb5927ae199d31f5aef> (video)
- Tsunami Ready: <https://www.weather.gov/tsunamiready/>
- How to Prepare for, Survive and be safe after a Tsunami: <https://www.ready.gov/tsunamis>
- California Office of Emergency Services: <https://caloes.ca.gov/cal-oes-divisions/earthquake-tsunami-volcano-programs/tsunami-preparedness>
- Living on Shaky Ground: <https://rctwg.humboldt.edu/prepare/shaky-ground/>

Meetings and Events

California Coastal Congressional Caucus Briefing

Staff leadership from the Commission, the Coastal Conservancy, the Bay Conservation and Development Commission and the Natural Resources Agency briefed the newly established California Coastal Congressional Caucus on the state's coastal zone management program over Zoom on January 27. In addition to covering the roles and responsibilities of each agency, the presentation highlighted federally relevant topics of interest (including sea-level rise resiliency and nature-based adaptation, beneficial use of dredged sediment, and offshore wind development) for continued discussion and future work together with California Coastal Caucus Members.

CDFW's California Natural Diversity Database Staff Training

On January 20, 2022 staff ecologists Jonna Engel and Lauren Garske-Garcia and mapping unit staff Esther Essoudry and Alana Casey presented a Commission staff introductory training via webinar on CDFW's California Natural Diversity Database (CNDDDB). The CNDDDB is a "natural heritage program" that provides location and natural history information on special status plants, animals, and natural communities. The CNDDDB provides the most current information available on the state's most imperiled elements of natural diversity and provides online tools to analyze

these data. The Commission ecologists use the CNDDDB as part of their environmental review of proposed projects to determine, for example, the potential for adverse impacts upon natural resources (ESHA & wetlands), the need for general biological surveys and for special status species protocol level surveys, and for site visits. The Commission has a subscription to the CNDDDB and all staff have access to the use of this tool. The main goal of the training was to acquaint staff with the CNDDDB tool and to encourage and empower staff (especially analysts) to conduct screening or preliminary analysis on proposed project sites to determine whether a project application is complete and whether they need to seek input from the ecology group or mapping unit on specific projects. The training was recorded and is available to view via the Technical Service Unit's Sharepoint site.

Emergency Permits

North Coast District

- G-1-21-0058: Mechanically breach the sandbar between the Lake Earl/Lake Tolowa lagoon complex and the Pacific Ocean, Del Norte Co.
- G-1-22-0002: Felling of one dead or dying old growth redwood tree approximately 200 feet tall and 13 feet in diameter near the edge of the Highway 101 right-of-way, post mile 15.76, Del Norte Co.
- G-1-21-0009-W: Removal of a large mass of woody debris (approximately 50-65' across by 16-20' wide by 20' high) accumulated around pier 4 of the Highway One bridge over the Gualala River, post mile 0.1, Mendocino Co.
- G-1-22-0004: Vegetation maintenance activities including removal of 62 trees, trimming of 186 trees, removal of 98 brush units, and trimming of 18 brush units at various locations between Humboldt Bay and Orick, Humboldt Co.

North Central Coast District

- G-2-21-0059: Removal and replacement of one engine and one pump (out of three existing pumps) within the pump station and associated installation of a new PG&E gas line starting at the pump station, running beneath the State Beach parking lot, and terminating at the western-most edge of Highway 1, Pacifica State Beach, Pacifica, San Mateo County

Central Coast District

- G-3-21-0019: Emergency repairs of existing manmade concrete rockwork in the Monterey Bay Aquarium's Great Tide Pool. Based on the materials presented by the Permittee (Monterey Bay Aquarium), this manmade concrete rockwork has notable surface finish degradation and chipping, which has the potential to be released into the marine environment, City of Monterey, Monterey County.
- G-3-21-0061: Emergency authorization to excavate a creek channel to allow Aptos Creek to flow directly across Rio del Mar State Beach and directly out to the ocean, as well as placement of driftwood in front of a State Parks' restroom facility to help avoid potential flooding impacts, Santa Cruz County.

South Coast District

- G-5-21-0057: Placement of approximately 6,000 tons of riprap within the footprint of a 700-footlong existing revetment to protect the railroad line from wave action and to stabilize a large landslide that is displacing the rail line, Cyprus Shores area in the City of San Clemente, Orange County.
- G-5-21-0025: Stabilization of a slope failure area using a reinforced concrete soldier pile retaining wall system. Pacific Palisades, Los Angeles County.

Attachment A

2021 Commission Workload Review Report

2021 Workload Challenges

2021 was a year that was overshadowed by the continuing dark cloud of the COVID pandemic. The pandemic continued to present challenges for the Commission's operations and staff. The Commission continued to meet remotely, with May marking the one-year anniversary of 100% remote public Zoom hearings, but District offices opened partially for a limited return to the workplace. The option for hybrid home/office work schedules allowed some staff to reconnect with long-time colleagues, and welcome new ones who had been hired and on-boarded entirely on-line. Unfortunately, the Delta variant which surged in August and the Omicron variant that surged beginning in December forced most staff back into full time telework. On a positive note, in July eight staff who were assigned to the State's contact tracing program rejoined the agency after a year of service in this emergency program to help control the spread of COVID.

In addition, to the challenges presented by COVID and telework in 2021 the retirements of several key senior leaders in our organization resulted in the loss of a wealth of institutional knowledge and experience. This loss of such experienced senior management will have an impact on our operations until our new leaders are up to speed and are settled into their new roles. Further, staff turnover continues to be a serious issue for our agency. Last year the twenty-six staff left the agency. Seven of those were retirements. In 2020 thirteen staff left the agency and seven of those were retirements. So over the past two years 39 staff have left the agency. The Commission's total authorized positions are only 185 positions. So over the past two years 21% of the Commission staff have left the agency. Clearly the loss of this large number of experienced and knowledgeable staff significantly impacts our ability to produce high quality work in a timely manner.

The primary reason for this increased staff turnover is very low State salaries as compared to local, regional, and federal government salaries. And because our planning staff has extensive knowledge and experience working in the areas of climate change and sea level rise resilience planning other government agencies are headhunting our staff and are offering much higher salaries. More recently increasing inflation has further exacerbated staff's struggle to make ends meet and provide for their families.

Even in light of the many challenges in 2021, the Commission experienced one of the most successful legislative, fiscal and policy years in its history, with an historic budget augmentation, two of the most significant Coastal Act amendments in decades, and several bold actions to resolve long-standing, pernicious coastal controversies. The Commission netted an additional \$31 million over 5 years, for LCP planning grants, with a quarter of that funding going to support staff in those efforts. In addition, \$10 million was allocated to the Commission Whale Tail Grant program, to be spent over five years. Furthermore, SB 433 carried by Senator Ben Allen extends the Commission's administrative penalty authority to apply to all types of Coastal Act violations. This new authority gives the Commission another powerful tool to resolve violation cases much more quickly. The Legislature also passed SB 1 that included a significant Coastal Act amendment and funding for sea level rise adaption. For the first time, the Coastal Act now identifies resiliency planning for sea level rise as a statewide priority, and gives the

Commission a mandate to avoid, minimize and mitigate its impacts in permit and planning decisions. The bill also authorizes the annual expenditure of up to \$100 million per year in grants to local and regional governments to update land use plans and implement projects to adapt to Climate Change and Sea Level Rise.

In 2021 the Commission also achieved a number of significant accomplishments in its regulatory and planning work. After many years of work by the Statewide Planning Unit, the Commission adopted the [Critical Infrastructure sea level rise planning guidance for the Coastal Zone](#). This advisory document provides local governments and the public with information and recommendations for how cities and counties can address sea level rise issues related to transportation and water infrastructure in their LCPs. The Commission also adopted a suite of [Sea Level Rise Adaptation and LCP Update Documents](#) developed by the Local Government Working Group, which is comprised of representatives from the California State Association of Counties, the League of California Cities, and Commissioners Groom and Wilson.

Notable among the 2021 Sea Level Rise Planning Grant successes were the comprehensive Land Use Plan updates for the cities of Morro Bay and Half Moon Bay. Central Coast staff worked with those cities for several years on these updates and because of the extensive, up-front collaboration with city staff, both were approved as submitted with no suggested modifications.

In January, the Commission approved the creation of the [Los Cerritos Wetland Mitigation Bank](#), opening the door for accelerated restoration of this important southland estuary. In March, the Commission took a decisive action to protect coastal resources and environmental justice at the Oceano Dunes State Vehicular Recreation Area through a [major amendment to the operating permit](#). On a unanimous vote, the Commission voted to phase out the use of recreational off-highway vehicles on the beach and dunes. In April, the Commission authorized a major amendment to the [Point Reyes National Seashore General Management Plan](#) through its federal consistency review authority. The amendment is the first major update to the 28,000-acre Park's guiding document that includes new standards for the beef and dairy ranch operations at the seashore, as well as Tule elk management.

At the May Commission meeting, the Commission approved a permit and concurred in a Federal Consistency determination that will allow NOAA's Restoration Center to undertake the [restoration of 850 acres of wetlands, sloughs and dunes](#) in the Eel River Wildlife Area at Humboldt Bay. The former agricultural lands known as Ocean Ranch are historic estuarine brackish wetlands that have been diked and drained in the past to support cattle grazing. In May the Commission also approved an amendment to the City of San Diego's LUP for Fiesta Island. The [Mission Bay Park Master Plan](#) will allow for improvements to the mostly undeveloped **470-acre island**, including a salt marsh restoration area and improvements to a 30-acre least tern nesting area that will create a direct connection between the upland nests and water foraging areas. Also in May, the Commission and Coastal Conservancy released a digital map that for the first time shows

all the existing sections of the [California Coastal Trail](#), a project three years in the making and one that will be critical to completing the rest of the trail.

In June the Commission approved the first wildfire-related Public Works Plan (PWP) for the Santa Cruz County Resource Conservation District, to implement fire resiliency and forest health projects coming out of the California Vegetation Treatment program. Two other fire resilience PWPs were approved by the Commission in July and October for fire resilience/healthy forest projects in San Mateo and San Luis Obispo Counties. Combined these PWPs cover 235,000 acres of forest lands in the coastal zone.

In October, the Commission greenlighted the first open-ocean kelp farm in federal waters, when it concurred with a consistency determination for the [Ocean Rainforest Pilot Project](#). Approximately 4 nautical miles off the coast of Santa Barbara, this temporary installation will test the cultivation of native giant kelp which has been decimated by ocean warming and an explosion of predatory sea urchins. In November, the Commission hosted a day-long workshop to hear public input and provide feedback on the highly-anticipated public review draft of the [Hollister Ranch Coastal Access Program](#). Mandated by the passage of [AB 1680](#) in 2019, the draft program, when completed and adopted, will establish a framework for public access to and along the long closed and gated Hollister Ranch coastline in Santa Barbara County.

In December, the Commission authorized a Federal Consistency determination for a controversial [program to eradicate the invasive house mice](#) that are threatening the ecological future of the Farallon Islands National Wildlife Refuge. In December, the Commission also approved a conditional concurrence for the Federal Highway Administration's North Santa Cruz County Rail Trail project. This 7.5-mile addition to the 32-mile rail "spine" of the Monterey Bay Sanctuary Scenic Trail will extend the trail from Wilder Ranch State Park, north to the town of Davenport.

Finally last year, the Commission approved nine ADU-related LCP amendments to incorporate new State ADU Housing laws into LCPs, and five LCP amendments to incorporate new short terms rental ordinances into LCPs across the State.

These are just a few of the Commission's many accomplishments for 2021. Please see the 2021 *Year in Review Report* for all of the Commission accomplishments in 2021 at this link: <https://documents.coastal.ca.gov/assets/press-releases/year-in-review/2021-Year-in-Review.pdf>

Regulatory and Planning Work

Commission and local government planning and permit activity for the year is reported below, as provided by the Commission's Coastal Data Management System (CDMS). As shown in the chart below (**Figure 1**), in 2021, the Commission processed a total 723 total actions. The Commission acted on 37 appeals; 519 coastal development permits (CDPs); 36 emergency permits; 78 LCP amendments; and 57 federal consistency items.

Certified local governments stayed busy as well, issuing 1,144 coastal development permits, 795 of which were appealable to the Commission. Of these, 37 were actually

appealed, for a 4.6% rate of appeal statewide. The Commission found Substantial Issue (SI) in 11 of these, and No Substantial Issue (NSI) in 26.

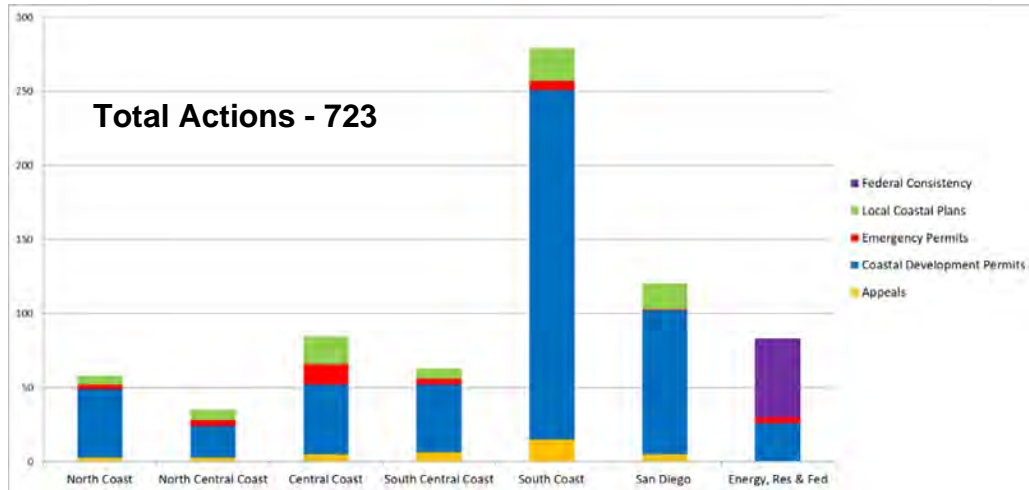
The total number of Commission actions for 2021 is up from 620 in 2020 to 723 in 2021. An increase of 103 total actions. The other notable are differences are an increase in CDP and LCP actions in 2021. The number of emergency permit actions decreased in 2021 from 52 in 2020 to 36 in 2021.

Figure 1. 2021 Commission Actions

2021 Commission Actions						
District	Appeals	Coastal Dev. Permits	Emergency Permits	Local Coastal Plans	Fed. Consistency	Total
North Coast	3	46	3	6	0	58
North Central Coast	3	21	4	7	0	35
Central Coast	5	47	14	19	0	85
South Central Coast	6	46	4	7	0	63
South Coast	15	236	6	22	0	279
San Diego	5	97	1	17	0	120
Energy, Res & Fed	0	26	4	0	53	83
Total	37	519	36	78	53	723
2020 Totals	38	438	52	48	51	620

The chart below (**Figure 2**) illustrates the total 2021 Commission actions by district office. As usual, workload in the Commission's South Coast District office in Long Beach outpaced all of the other district offices, accounting for nearly 40% of actions statewide, and more than twice as many as the next busiest district office. The large number of actions out of the South Coast District Office is due to the significant number of uncertified jurisdictions in this district (7 uncertified jurisdictions). The Commission retains permit authority in these jurisdictions which is why there is such a large number CDPs actions out of the South Coast District.

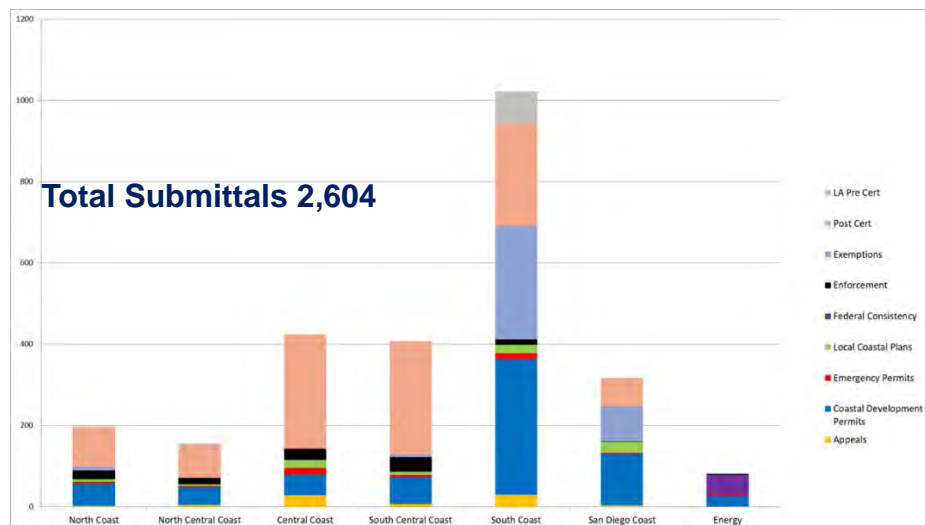
Figure 2 Total Commission Actions by District



The following chart (**Figure 3**) illustrates the total number of planning and regulatory submittals in each district office for 2021. Last year the Commission received a total of 2,604 total planning and regulatory submittals. The number of total submittals increased by 245 submittals in 2021. These submittals include items such as CDP actions reported by local governments (Post Cert. work), exemptions, emergency permits, enforcement reports, City of Los Angeles CDP actions (LA City Pre-Cert.), LCPs, and CDP submittals. Some of these items do not require an action by the Commission, such as exemption determinations. Again, the South Coast District Office received significantly more submittals than the other district offices because of the large number of uncertified jurisdictions in that district.

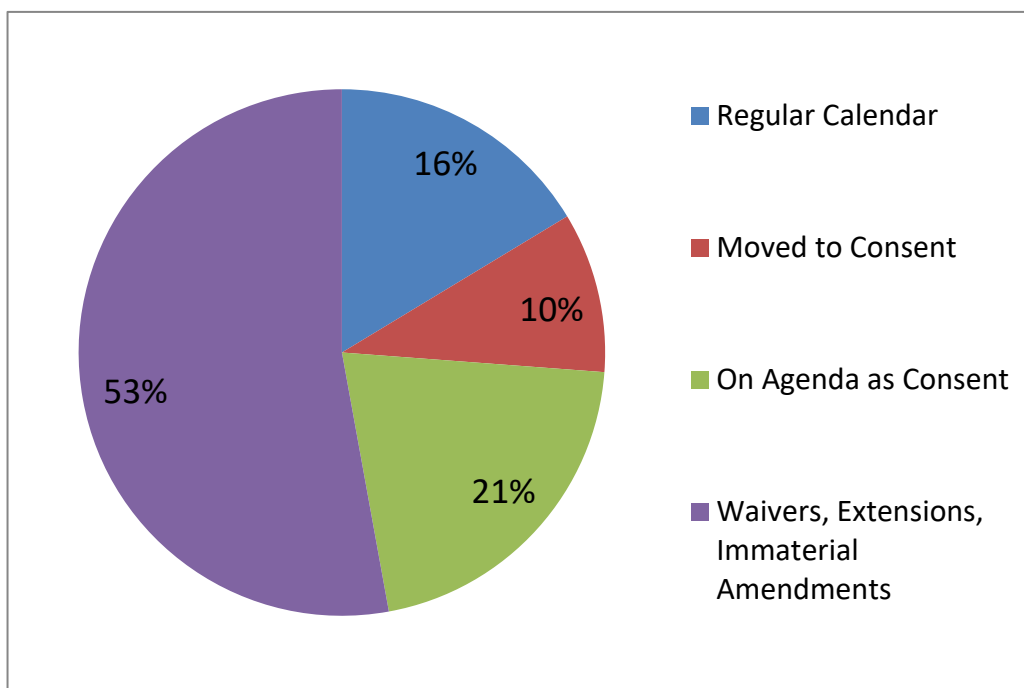
In 2017 in order to deal with the heavy regulatory and planning workload in the South Coast District office commission management moved three analyst positions from other districts to cover this heavy workload. Then in 2018 and 2019, the District Manager and two senior Supervisors retired which continued the staffing challenges in that office. In late 2019 and early 2020, we appointed two new district managers and two new district supervisors.

Figure 3. 2021 Total Planning & Regulatory Submittals



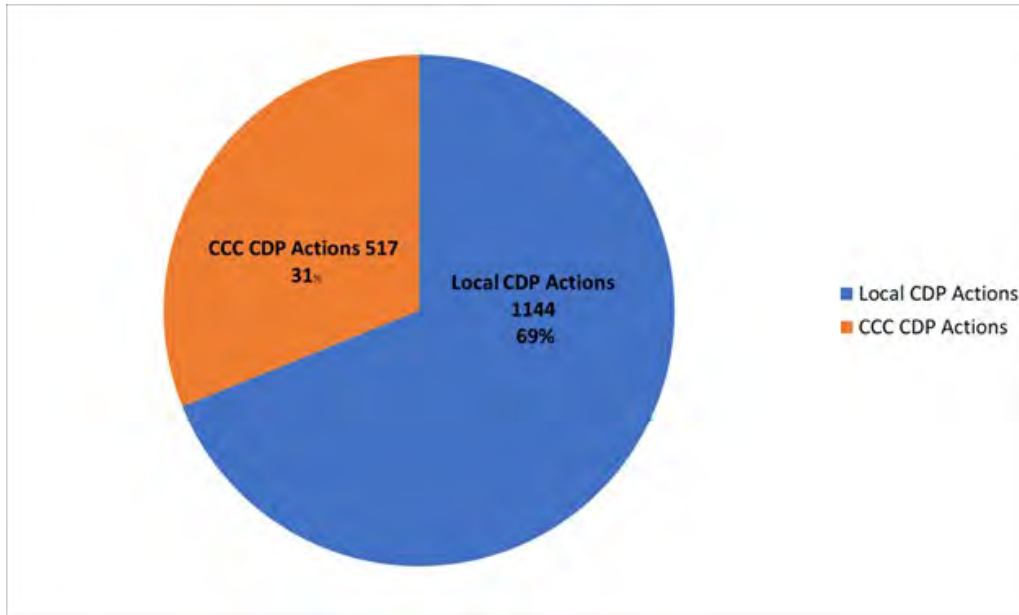
The chart below (**Figure 4**) shows the percentage breakdown of regulatory actions under the various agenda calendar categories for 2021. In order to focus our efforts on LCP and LCP grant work staff has made it a priority to process as many regulatory items as possible as waivers, administrative or consent items. In 2021 84% of our regulatory items were processed as waivers, administrative or consent items. In 2020 we processed 78% of our regulatory items as waivers or administrative/consent items. And in 2019 we processed 73% of our regulatory items as waivers or administrative/consent items. So we continue to make progress in processing regulatory items more efficiently.

Figure 4. 2021 Regulatory Actions Processed Under Commission Calendars



The following chart (**Figure 5**) shows the total number of local government and Commission CDP actions for 2021. Local governments processed a total of 1,144 CDPs and the Commission processed 517, CDPs for a total 1,661 CDP actions. In 2020, local governments processed 1,031 CDPs and the Commission processed 438 CDPs for a total of 1,469 total CDP actions. Therefore, in 2021 the Commission and local governments processed 192 more CDPs in 2021 than 2020.

Figure 5. Total CDPs Processed by CCC & Local Governments.



The following chart (**Figure 6**) illustrates the number of appealable and non-appealable CDPs from certified local governments for 2021. Of a total of 795 appealable local actions the Commission considered 37 appeals for an appeal rate of 4.77%. The Commission found Substantial Issue (SI) in 11 of these, and No Substantial Issue (NSI) in 26.

Figure 6. 2021 Final Action Notices and Appeals

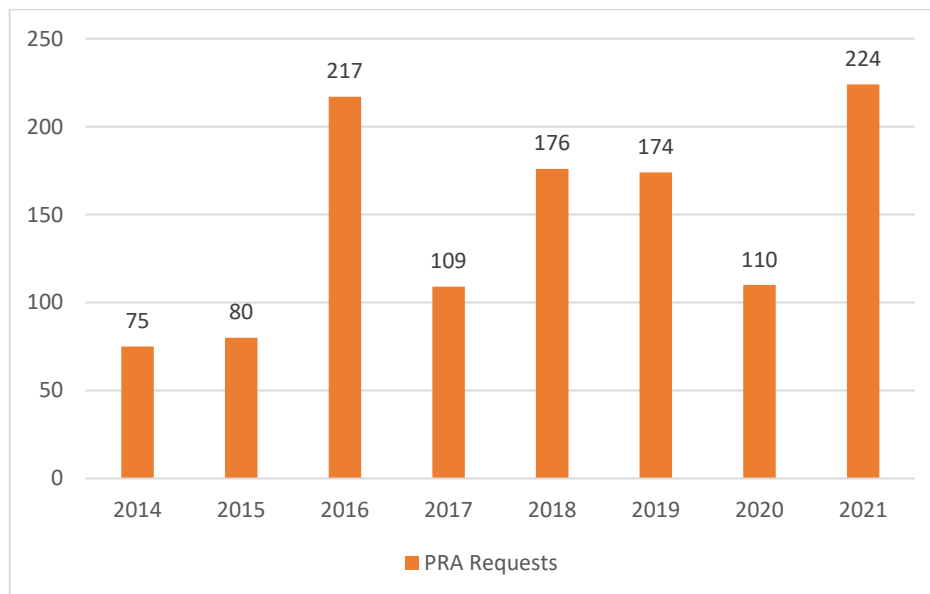
Final Action Notices and Appeals					
Month	Appealable	Not Appealable	Total	Appeals	Appeal Rate
January	49	27	76	1	2.04%
February	58	24	82	5	8.62%
March	91	42	133	4	4.40%
April	63	21	84	6	9.52%
May	57	20	77	1	1.75%
June	76	38	114	2	2.63%
July	73	31	104	2	2.74%
August	77	44	121	3	3.90%
September	61	25	86	4	6.56%
October	56	16	72	4	7.14%
November	78	31	109	2	2.56%
December	56	30	86	3	5.36%
YTD	795	349	1144	37	4.77%

The chart below (**Figure 7**) illustrates the total number of Commission planning actions in 2021 by month. The Commission acted on a total of 78 planning actions in 2021 which includes actions on LCPs, Public Works Plans, University Long Range Development Plans, and Port Master Plans. In 2020, the Commission acted on 48 planning actions.

Figure 7. 2021 Commission Planning Actions by Month

Legal Division

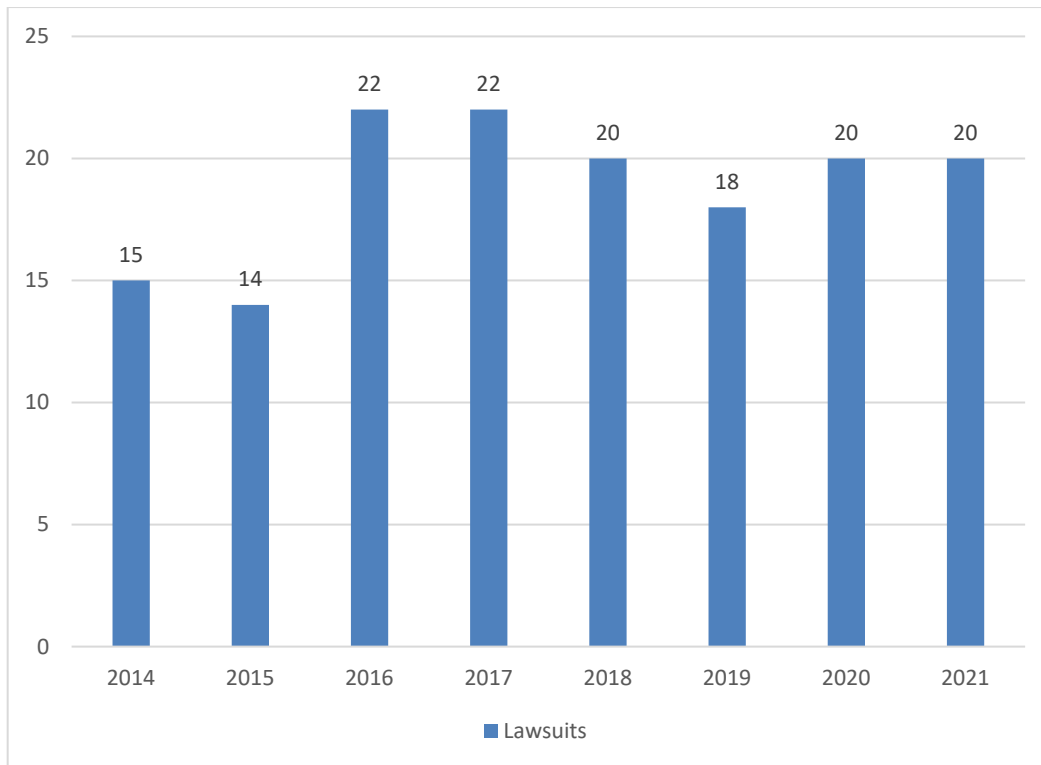
The workload of the Commission's legal division from Public Records Act requests not only remains very heavy, but the raw number of requests hit a new high in 2021, as demonstrated by the chart below, showing the requests over the past eight years (**Figure 8**). We estimate that responding to Public Records Act requests took almost 1,100 hours of attorney time and almost 1,200 hours of non-attorney time in 2021, as compared with 850 and 900 hours, respectively, in 2020, and 500 and 450 hours, respectively, in 2019, revealing a trend of a steep and consistent increase.

Figure 8. Public Records Act Requests.

Last year was also a busy year from a litigation perspective, with the Commission again becoming a party to 20 new cases in 2021. This number has been relatively consistent for the last few years, but at a higher level than in earlier years (**Figure 9**). Moreover, many older cases have not yet been resolved, so the actual workload from litigation is

higher than the number of new cases might suggest. The Commission is currently a party to approximately 55 pending cases. Finally, the Commission continues to have limited staffing resources for its recorded documents work, and those resources remain limited by the COVID19 pandemic. Thus, the drafting, review, and recording of such documents was another significant challenge in 2021.

Figure 9. Litigation Cases



Statewide Planning Unit

Over the past several years, staff has been developing and expanding the Commission's Statewide Planning (SWP) unit. The unit's mission is to coordinate the agency's approach on issues of statewide importance by providing policy guidance and offering training support and outreach to staff, government agencies and the public. Our statewide planning unit has grown from three to ten employees to increase the capacity of the unit.

The core functions of the unit are to research and develop policy guidance, develop and provide training materials, conduct outreach to local governments and engage with partner agencies, administer the Commission's LCP grant program, address emerging issues through special statewide projects and programs, and gather and report data about the Commission's programs.

The SWP unit is working on a series of federally funded 309 grant projects that are helping the Commission develop new guidance and training materials for staff and local governments. Together with the Commission's sea level rise (SLR) team and a steering committee of senior management and technical staff, SWP staff completed and facilitated Commission adoption of the SLR adaptation guidance specific to addressing critical infrastructure. SWP staff also released a memo to the public and conducted a webinar for local government staff on nature-based adaption planning.

SWP staff has continued to collaborate with the State Lands Commission on a project to

better understand the effects that SLR will have on the State's public trust resources, and to develop an effective and cooperative program to work together to protect public trust resources now and in the future. As part of these efforts, SWP staff presented and facilitated an Informational Briefing on Public Trust Tidelands and Sea Level Rise.

In addition, the SWP unit is undertaking a multi-year effort to develop an LCP training program. The program will reach Commission staff as well as local government staff, and it involves not only developing training materials, but also ensuring those training materials are easily accessible, through live and online training sessions, as well as through new and more accessible web pages. Relatedly, three slide presentations have been posted on the Commission's website available to local governments and the interested public including a Coastal Act overview, explanation of the Coastal Zone boundary, and information on Chapter 3 of the Coastal Act.

The SWP unit is responsible for administering the Commission's LCP grant program. Currently the Commission has awarded 68 local planning grants to 40 jurisdictions totaling some \$8.3 million dollars through six rounds of grants. A seventh round of grants has been initiated with an application deadline in December 2021 and awards planned for Commission approval in spring 2022. In addition, the Commission approved a noncompetitive grant program to run concurrently with the Round 7 grants to create flexibility within the grant funding cycle for smaller local projects.

The unit also provides assistance to our district offices on LCP and CDP work related to SLR issues, lower cost overnight accommodations, short-term rentals, vegetation management for fire resiliency, accessory dwelling units and other housing issues.

In addition, the SWP unit continued its work with the Local Government Working Group, comprised of representatives from California State Association of Counties (CSAC) and League of Cities as well as a subcommittee of two Commissioners. SWP unit prepared and facilitated Commission adoption of four work products of the California Coastal Commission's Local Government Working Group, including a framework for a phased approach to LCP updates for sea level rise.

With assistance from the Commission's Technical Services Unit, the SWP unit also continued interagency coordination efforts related to fire prevention. Staff worked closely with the Board of Forestry, CalFIRE and RCD staffs to develop a framework for programmatic approvals of vegetation treatment projects in the coastal zone which resulted in the certification of three Fire Resilience Public Works Plans in coastal counties. These approvals help to ensure efficient review of fire prevention and forest health projects that are designed to improve biodiversity and reduce hazards.

SWP unit has a lot of important work coming in 2022, including continued public outreach to engage interested groups on the adopted Critical Infrastructure Adaptation Guidance; and continuing interagency coordination with the State Lands Commission, State Coastal Conservancy, CalFIRE, and California Department of Fish and Wildlife, among others. The unit will also be updating parts of our public webpage meant for assistance to local governments and will continue administration of the LCP grant program.

Enforcement Unit

Case Workload

As of December 2021, the Commission enforcement program had 2,846 cases pending—112 at headquarters, and 2,734 at the district offices. In 2001 (when the

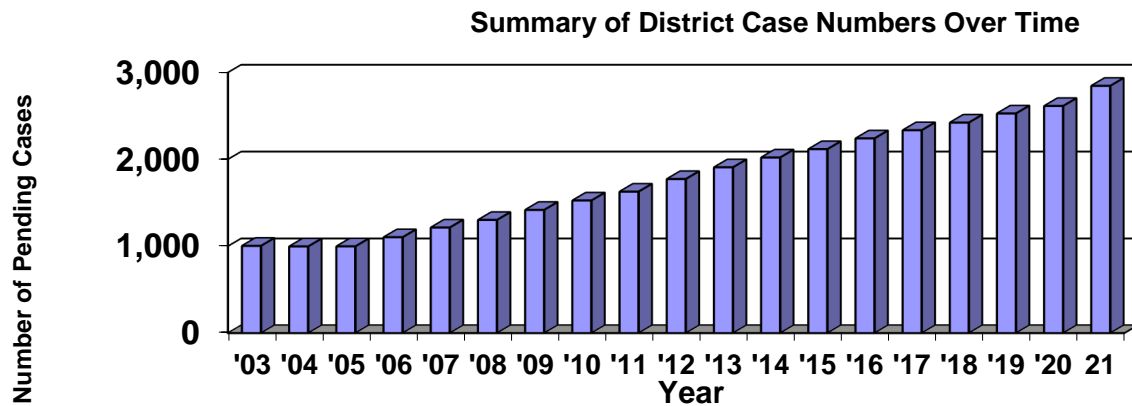
enforcement program was effectively created and when there were the same number of line staff), there were 783 total cases open. Many of these cases are high resource impact cases, dense with legal issues that enforcement staff must analyze, and highly contentious and highly visible. The nature of these cases, i.e. their complexity, urgency, and gravity, guarantee that these cases disproportionately occupy our time, for good reason, and prevent staff from investigating reports of moderate, low, and even other high priority cases. The nature of cases going forward will likely skew to the complex with the recent passage of SB 433, which provided the Commission with administrative penalty authority for all Coastal Act violations, as discussed further below. Although passage of this bill has provided Commission enforcement staff with a powerful new tool, it was not accompanied by an associated increase in staff.

Although the unit resolves and closes cases, in every single year, there have been more cases coming in than we can resolve, so the net number of pending cases has continued to grow. Pending cases include older cases that continue to require extensive staff time, particularly to ensure that resolutions that are reached, either at the district or headquarters level, are fully implemented. Often this “backend” work, like monitoring and managing restoration projects, requires as much staff time, if not more time, as reaching the initial resolution. Thus, a growing number of “resolved” cases in the unit means an ever-growing number of active cases to manage and monitor as well as an increase in the number of new cases to investigate, negotiate and resolve.

The enforcement unit has taken a number of steps to try and expedite case resolution and site restoration, and has resolved significant numbers of cases using the new administrative penalty authority, but despite these efforts, the overall numbers of cases has steadily increased over time. The real cost of an increased number of Coastal Act cases is an increase in the losses of coastal resources that goes unremedied, including both impacts on public coastal access, which is increasingly needed to give all Californians adequate access to open space, and impacts on habitats for species that are nearing extinction. An increasingly robust enforcement program is necessary to accomplish the ever-evolving priorities of the Commission, such as removal of unpermitted shoreline armoring to lessen the deleterious impact of sea level rise on public beaches and removal of impediments to coastal access to help ensure that underserved communities have access to the coast to supplement the often paltry open space opportunities in underserved communities.

Statewide Enforcement Open Case Numbers

The number of enforcement cases statewide has gone up every year since records have been kept, from 310 in 1997 to 2,846 as of December 2021, and the trend is continuing, even during the last year when the unit was constrained by the impacts and inefficiencies created by COVID and working at home, furloughs and other impacts (**Figure 10**), so this number is likely under representative of the real number of violations. Moreover, these numbers actually are an understatement of the likely number of actual Coastal Act violations—the Commission has no inspectors or permit compliance monitoring staff, so the number of open cases is probably a small fraction of actual violations occurring in the Coastal Zone, and moreover, due to Covid, staff had difficulties getting to sites to perform site inspections. This is significant for a number of reasons including the fact that relying on those violations reported to the Commission by the public (environmental groups, neighbors, etc.) may not even include some of the most important cases from the perspective of resource damages.

Figure 10. Summary of Enforcement Workload

The current number of open cases by district:

North Coast	323	South Coast	590
North Central	300	San Diego	234
Central Coast	487	Energy	26
South Central Coast	774	Headquarters	112
Total Cases 2021– 2,846		Total Cases 2020 - 2,723	

The case backlog is particularly acute in two districts and in Headquarters. For example, the South Central District office (which includes areas of heavy development pressure such as Malibu and the Santa Monica Mountains) has 774 open cases for the one district officer to handle, and the South Coast District office (which also includes areas of high development pressure) has 590 open cases.

Enforcement Staffing

To handle this very large number of cases, the enforcement program has just six district officer positions (and one temporary position which is currently unfilled) and four headquarters enforcement staff positions to investigate, prepare and staff all formal administrative actions brought by the Commission for the whole state. These same staff also oversee and ensure compliance with all of the restoration and other projects undertaken as a result of those Orders issued by the Commission. These 4 staff also assist the State Attorney General's office in cases which are litigated. In addition, district enforcement staff oversee and ensure compliance with all restoration and projects undertaken as a result of negotiated resolutions, either in permits or informally, as well as investigating violations of permits issued not only by the Commission but often also of those issued by local governments. The workload clearly outstrips the capacity for the existing staff. There are counties who alone have more code enforcement staff than does the CCC for the entire state.

The enforcement unit have faced a number of additional staffing challenges this year. We did get funding for a temporary second position in the South Central District, but this person was instead immediately tapped to do contract tracing, as was our full-time support person, both of which increased the workload on existing staff. We eventually lost that person in the temporary position altogether, and are trying to replace her. In addition, we lost a longtime district staffer who passed away and we are training his replacement as well as covering the work for the temporary staffer who resigned after

doing contact tracing and one district officer position which was vacant for most of the year. We had two other staff out for significant amounts of time, so overall, our staffing has been very much constrained over this period.

Litigation Workload and Public Records Act Requests

As mentioned above, the same few enforcement staff are also responsible for the litigation support activities for all the judicial enforcement cases brought by the Attorney General, including such time-consuming activities as responding to interrogatories, providing deposition and trial testimony, preparing for and attending mediations, reviewing and assisting in drafting and researching for pleadings and settlement discussions and many other activities.

Litigation—and therefore workload-- on our cases has been very active during this last year, including intense discovery in several cases, and litigation over the first two cases challenging our new 30821 authorities. In one case, this litigation has now gone all the way to a petition before the United States Supreme Court and the resource impacts have been significant. Supporting litigation to uphold this authority is clearly a major priority for the program and Coastal Commission generally, since in the long run it greatly increases our efficiency.

In addition, there has been a very sharp increase in the numbers and complexity of the requests for documents and information under the public records act, including related litigation and a very heavy correspondence workload.

Enforcement Coordination with Permit Actions

Moreover, the enforcement program has been working increasingly to coordinate with permit staff on pending permit or other matters with an enforcement or violation component, to enable permit conditions to be crafted and negotiated to fully resolve Coastal Act violations, if enforcement staff can craft an appropriate resolution for a particular case, so that the Commission will have the full context of permit and other matters coming before them and the violation can be resolved contemporaneously. This has caused a significant increase in district and management workload, but has provided valuable information to the Commission, and provided the opportunity to resolve more cases quickly and informally. Trying to resolve violations in this short time frame context governed by the Permit Streamlining Act is both challenging and very resource intensive.

Ongoing Case Monitoring

The enforcement unit has avoided litigation in most cases by settling the vast majority of our cases, but this process also is resource intensive, and takes a great amount of time in researching facts and law, negotiating and working with alleged violators and drafting documents, often taking years of effort to work out complicated settlements. Because of this complexity, an extensive amount of work remains after these orders are issued. Such work includes reviewing and commenting on detailed restoration and mitigation plans, easement and deed restriction documents, and public access and management plans, for a few examples, as well as ensuring that respondents comply with implementing these plans once they are approved. The same is largely true of district staff ensuring compliance with permits issued to resolve violations. While we have been able to address the vast majority of the elevated cases that we take to hearing via “consent orders”, those few that we are unable to resolve in this fashion are taken to the Commission as unilateral actions, and in most of these cases, the parties then sue the Commission to challenge issuance of these orders. The Headquarters staff plays a large

role in providing support to the Attorney General's office for these matters as well.

Legislative Work and New Administrative Penalty Authority Workload

The 2014 legislation that provided the Commission with the authority to impose civil liability administratively in cases involving violations of the Coastal Act's public access provisions has greatly increased Enforcement staff's ability to resolve these particular cases quickly, assessing penalties at a Commission hearing rather than through slow and expensive judicial channels. With just the potential for such penalties, the vast majority of these access violation cases are resolved at our District level, without having to elevate the case to the Headquarters unit for formal action. This new authority not only provides violators with an incentive to resolve their violations quickly, it deters violations of the Coastal Act's public access provisions from occurring in the first place. Implementing this authority has been a challenge, given that there were no new staff at all provided to implement this significant new legal authority. In addition, it is notable that access cases comprise approximately 30% of the open violation case load. The remaining cases – involving impacts to such resources as wetlands, Environmentally Sensitive Habitat Areas, water quality, scenic views, and geologically unstable areas, account for most of the violation case backlog.

Over the last year, Enforcement staff has worked closely with our legislative team on the legislation to extend this authority to provide for administrative penalties for all violations, which was a significant workload factor. Fortunately, SB 433 was just passed and signed into law, which as of January 1, 2022, provided this authority.

Unfortunately, however, this new law (enacted as Section 30821.3 of the Coastal Act), also did not provide a single new staff position to implement its provisions. Given the number of cases involved, and the age of many of the cases, it is going to be a significant undertaking to go back and evaluate the current status of the open cases and reevaluate them in light of the new authority, as well as taking actions to apply the new statutory provision to newly discovered cases. Applied literally, the new authority could require action in over a thousand cases. Implementing this new authority has the potential to reduce the time it takes to resolve each case, and to more quickly protect coastal resources, but it will take staff time and resources to implement.

The public has already been calling for a variety of actions to be taken under this new authority at older cases and we will be endeavoring to find the most efficient means to apply it to the largest possible number of cases, in an attempt to resolve as many of them as possible, as well as working on measures to apply it fairly, reasonably and in a way that most benefits coastal resources.

Emerging Issues

The enforcement staff are also, increasingly, working to find additional ways to address Commission priorities in our enforcement work, including such critical issues as sea level rise, environmental justice, tribal involvement and reduction of plastics. Each of these has added additional complications and time required to resolve our cases, but has allowed us to contribute to addressing critical Coastal Act issues in a creative and timely way.

Related Tasks

The enforcement staff routinely field innumerable calls, letters and comments from the public, including alleged violators, environmental activists, and community members, as well as from local governments and other state and federal agencies, all of whom report

alleged unpermitted activity or alleged permit violations, or who seek information generally about the Coastal Act and its legal requirements. In order to deter and prevent violations, we spend a significant amount of time on many outreach activities, including meeting with the public, providing information about the Coastal Act, the Coastal Commission and related issues, responding to local government, press and legislative inquiries, publishing public informational pamphlets and maintaining our website. Moreover, as our settlements have become more creative, they have also required additional work by staff on a truly amazing variety of topics and projects, ranging from creating new and enhanced public access ways to the beach, developing unique projects to highlight Native American history in coastal California, and working to find effective settlement terms designed to bring disadvantaged communities to the coastline, address the effects of sea level rise, and to reduce marine debris.

We also work very hard with our counterparts in local government to assist in their efforts to enforce the mandates of the Coastal Act. Many local governments have formally requested our assistance in cases or lack the resources to bring enforcement actions, and we have tried to provide assistance even with scarce staff resources to ensure the coast is protected.

In addition, in order to coordinate and cooperate with our partners, the Commission also participates in regional enforcement taskforces that consist of local, state and federal enforcement entities, in order to maximize resources and focus on the most serious resource cases occurring within the coastal zone. We participate in regional taskforces in Del Norte County, Humboldt County, Mendocino County and the Santa Monica Mountains/Malibu region.

Federal Programs Unit

The Federal Programs Manager/Unit supports the Chief Deputy and Executive Director in implementation of the federally-approved California Coastal Management Program under the Coastal Zone Management Act (CZMA). The primary purpose of the program is to complete the essential tasks of managing the federal funds California receives under the CZMA's annual state grant awards. The Federal Programs Manager works closely with the State Coastal Conservancy (SCC) and the San Francisco Bay Conservation and Development Commission (BCDC) and within the Coastal Commission, with the Executive Management Team and Statewide Planning Unit, to submit annual grant applications for federal fund awards, conduct required reporting and monitoring of federal funds, and implement the annual grant year work program to ensure grant deliverables are met and outcomes are achieved.

The Federal Programs Manager also works closely with its federal partner, the National Oceanic and Atmospheric Administration (NOAA), to implement the grant awards and other aspects of the federal program, including coordination on federal consistency matters and to leverage other relevant federal resources such as additional grant funding opportunities, training, and other forms of technical assistance like data, information and decision-support tools. Finally, the Federal Programs Manager tracks national policy issues of significance to coastal management and federal legislative matters, including appropriations, that could have an impact on the Commission's program or ability to carry-out the Coastal Act.

For 2021, the Federal Programs Manager/Unit completed the routine federal programs functions and grant management duties, including setting up the FY 2021 California Coastal Zone Management grant award and securing extensions of federal funds for

expiring awards where challenges posed by the COVID-19 and the shelter in place and telework conditions prevented completion or timely progress. This routine work also included contributing to and providing project oversight in support of a number of Section 309 projects, including the agency's work on management options to protect public trust resources in partnership with the State Lands Commission.

In addition, the Federal Programs Manager/Unit submitted its Final Section 309 Assessment and Strategy for 2021 – 2025 to NOAA pursuant to Section 309 of the CZMA. This document is being used to guide future federally funded activities for carrying out improvements to the program and making progress on implementing the Commission's Strategic Plan. The Federal Programs Manager/Unit also worked closely with NOAA to explore trainings and professional development opportunities for staff in 2022, including hosting a series of NOAA Facilitation Basics training courses for all CCC staff over the course of 2022. The Federal Programs Manager/Unit also began conversations with NOAA and California's National Estuarine Research Reserves Coastal Training Program (NERRS-CTP) managers to begin to link data, information, and training needs identified in our 2021 – 2025 309 Assessment and Strategy with NERRS-CTP resources, further strengthening our federal partnerships and effectively linking available federal resources to our staff.

The Federal Programs Manager/Unit also coordinated a letter to the Members of the California Congressional Delegation on behalf of the Coastal Commission, BCDC, and SCC in support of the NOAA budget as proposed in the President's FY 2022 Budget. In addition, the Federal Programs Manager/Unit continued tracking and engaging on federal legislative issues, including engaging with the Coastal States Organization on the annual appropriations cycle and coordinating with Congressional Member staff on a briefing to the California Coastal Caucus planned for early 2022.

Finally, the Federal Programs Manager/Unit managed the selection of the Commission's 2022 California Sea Grant Fellow as well as applied and were selected as a host for a 2022 NOAA Coastal Management Fellow. The Commission's new California Sea Grant Fellow will start in February 2022 with a focus on supporting the agency's climate change and sea level efforts. The NOAA Coastal Management Fellow will be selected in spring of 2022 and will start in August 2022 focusing on enhancing our meaningful engagement with affected coastal communities under our Environmental Justice Policy.

Human Resources Unit

Human Resources has continued work on improving the hiring and onboarding processes for new staff as well as provide support to current staff regarding benefits, hiring and promotions, and other resources for both the California Coastal Commission and the San Francisco Bay Conservation and Development Commission. In 2021, Human Resources continued to hold monthly examination interviews on-line through September. Human Resources staff worked with CalHR to develop a completely on-line examination which rolled out in December 2021. The conversion of these examinations allows potential candidates to participate in the Coastal Program Analyst I, II, III and Manager examinations at any time and be placed on an eligible list for hiring consideration immediately.

As the Commission's personnel files are primarily paper based, Human Resources staff continue to rotate into the office one or two days per week in order to support our staff. We processed hiring paperwork for 46 new hires and promotions in 2021 including 18 new hires for the San Francisco Bay Conservation and Development Commission.

Human Resources developed several new hiring packets to be delivered and signed via DocuSign which rolled out in December 2021. Human Resources staff continues to hold virtual meetings with new staff to go over paperwork and answer any questions on-line.

Human Resources took on a number of ongoing reporting duties due to COVID-19 which include verifying and reporting the vaccination status of Commission employees, mandatory testing and reporting of unvaccinated employees and reporting of absences due to COVID related reasons. Human Resources also coordinates incident reporting and instructions regarding positive test results for our staff.

The Commission was required to reassign 8 employees towards the state's Contact Tracing Program in 2020. The Commission was able to offer 8 volunteers to this program, all of whom were successfully released and re-onboarded back to the Commission in June and July of 2021.

In October 2021, the state proposed new guidance for developing ongoing Telework policies and directed agencies to adopt a Telework Policy by the end of 2021. Human Resources submitted a draft Telework Policy in December which is still pending review by the Department of General. The deadline for adopting this policy was recently extended due to the state's backlog in reviewing policies that were submitted.

In October 2021, Human Resources successfully completed and submitted our Workforce Plan to CalHR. This plan ties together our Strategic Plan goals as it relates to our workforce and will hopefully help the Commission better support our budget change proposals going forward.

Human Resources experienced turnover of two out of five staff members at the end of 2021 and are in the process of quickly training up new staff members to carry on the Commission's Human Resources work.

Fiscal & Business Services Unit

The Fiscal & Business Services (FBS) unit provides fiscal and business support to the agency. FBS is responsible for preparing and projecting the agency's budget, purchasing goods and services, asset management, facility management, fleet management, grant execution, and travel coordination. The State's transition to FI\$CAL still creates daily challenges for the unit to meet the needs of the Commission in a timely manner. The unit has 5 full-time team members working under the direction of the Chief of Fiscal & Business Services. The 2021 year was challenging due to the ongoing COVID pandemic and significant staffing issues. In fall and winter of 2020, 1 analyst retired and 1 analyst and the FBS manager left the Commission. These positions were filled by promoting existing Commission staff. Recruitment for the resulting 3 vacancies was difficult, but the unit is fully staffed as of the end of 2021. Workload highlights for 2021 include:

- Continued to mitigate ongoing issues created by the FI\$CAL transition, attended training classes, and adapted business processes.
- Met the state mandated Certified Small Business and Disabled Veteran Business Enterprise purchasing goals.
- Procured goods and services to enable the Commission to transition to a hybrid telework model and continue to operate during the ongoing pandemic.
- Tracked and projected budget expenditures and completed the process to build

the next fiscal year's budget.

- Resolved outstanding issues regarding the San Francisco Headquarters relocation project.
- Continued to modify business processes to adapt to the telework environment.
- Executed all grants for the Whale Tail License Plate Grant Program and the LCP Grant Program.
- Upgraded many broken or aging pieces of office equipment throughout the agency.
- Reported the Commission's greenhouse gas emissions related to our leased office power and natural gas usage and our fleet gasoline usage.

Accounting Unit

As we have previously reported to the Commission, the State is in a complicated multi-year process to convert all fiscal, budgeting, procurement and accounting systems to the FI\$CAL system. Using the FI\$CAL system continues to be an extremely challenging process for the Coastal Commission and many other State agencies. The FI\$CAL system is extremely complex, labor intensive and there are still many glitches in the system. Before FI\$CAL, we were able to close out the books shortly after the end of a fiscal year usually by August. Below is the chart of our year-end close completion timeline since we started using the FI\$CAL system beginning FY2017/18 (**Figure 11**).

Figure 11. Year End Budget Closure Timeline

FY	Year-end Close Completed	Length of Time needed to complete
2017/18	August 2019	1 year
2018/19	February 2020	7 months
2019/20	October 2020	3 months
2020/21	In progress 6 funds completed on October 2021 1 fund completed on December 2021 2 funds still working on completing	Over 4 months

The Accounting Unit has five full time staff working under the direction of the Chief Accounting Officer with the addition of one new staff who started in late November 2021 as a result of the BCP that was approved for FY2020/21 for an additional staff in the Accounting Unit. The Accounting unit hired a new staff member who started in late December 2021 because the previous Accounting staff left in July 2021. It has been very challenging to recruit new accounting staff during the COVID crisis.

Monthly Reconciliation between the FI\$Cal and State Controller Office's records are a critical part of the year-end close process. Only one full time staff (in addition to performing other accounting tasks) is responsible for the monthly reconciliation for a total of 55 Appropriations, Reimbursements and Revenue Items of 9 Funds for 3 Fiscal Years (Current Year and Prior 2 Fiscal Years). The Chief Accounting Officer continues to assist in completing the monthly reconciliation as well as the year-end close and preparing the

manual year-end reports for these funds for FY2020/21. This is part of the reason for the increase in length of time needed to complete year-end close for FY2020/21, along with the additional requirements as directed by the State Controller's Office.

Although we have made significant progress in our year-end close completion process from FY2017/18 to FY2019/20, we have faced significant challenges to complete FY2020/21 year-end close on time because of lack of resources (specifically staff) and continued introduction of new processes as initiated by FI\$Cal and the State Controller's Office. Adapting to these new systems has required a significant amount of time to learn new processes and make internal agency adjustments. Many other agencies have faced similar challenges with migrating to the FI\$Cal system, and have also been unable to close on time.

The workload for the Accounting staff continues to increase to an extreme level and the flow of work has continued to slow down dramatically due to the challenges raised by migrating to the FI\$CAL system. Using the FI\$Cal system takes triple the amount of time for all accounting functions, and we continue to work with FI\$CAL and the State Controller's Office to resolve ongoing issues. The continuous onboarding of various accounting functions by the State Controller's Office to the FI\$Cal system has created additional workload and training needs for the Accounting staff to work on these new processes as well as to resolve issues associated with the new processes. For these reasons, we have not been able to complete the numerous accounting tasks in a timely manner. Due to the current COVID crisis, teleworking has compounded the challenges.

We are hoping that as the system issues are resolved and with the addition of recent hires to the Accounting unit, things will run smoother in the next fiscal year, and we will be able to close year-end in a timelier way.

Mapping and Geographic Information Systems (GIS) Unit

The Mapping / GIS Unit supports the graphic, cartographic, and analytical geospatial needs of the agency through development and refinement of data, tools and GIS services and applications. The Unit faces challenges from the increasing workload relating to Post LCP Certification Permit and Appeal Jurisdiction (Post Cert.) mapping and corresponding map certification, increasing requests for jurisdictional determinations, and ongoing technical professional development in response to the rapidly evolving GIS profession. The Unit has four full time staff and revolving interns working under the direction of the Mapping Program Manager. Significant workload includes:

- Development and build out of the California Coastal Armoring Database with links to structure location and permit history. In 2021, Del Norte, Humboldt, Mendocino, Sonoma, Marin, Monterey, San Luis Obispo, Santa Barbara and Ventura Counties were completed. Work is underway in Los Angeles, Orange and San Diego Counties. The database currently includes approximately 3,814 shore-parallel armoring structures. In 2020 a database Needs Assessment was conducted across the agency to help inform the development of the Armoring Database and identify what staff needs are as it relates to armoring projects. This work resulted in a detailed report. With the ongoing assistance of the Commission's 2021-22 Sea Grant Fellow, the team presented to agency staff key findings and recommendations from the report along with a draft Coastal Armoring Database Mapping tool, the development of which is informed by staff needs identified in the report. Plans to finalize tool development are underway, which will allow analysts

and planners to identify and analyze locations of armoring projects in the Coastal Zone, as well as to develop user testing sessions and technical trainings for staff.

- Ongoing support of agency staff and the public with regards to resolving questions of Commission jurisdiction. Mapping staff responds to approximately 250 boundary determinations and jurisdictional inquiries per year, each requiring varying levels of research, staff coordination, and follow up with the requesting entity.
- Ongoing support of agency staff with regards to graphic production and cartographic requests. Mapping staff responds to dozens of requests for assistance per year, each requiring varying levels of research, staff coordination, preparation and data analysis, and follow up with the requesting staff.
- Ongoing development of data that informs local jurisdiction's Post Cert. mapping. Post Cert. map adoption for the County of San Diego LCP segment was completed in 2021. Significant work associated with the development of jurisdictional datasets for the City of Los Angeles, City of San Diego, and the City of Long Beach (anticipated in 2022). Jurisdictional data development is progressing for Mendocino County and the City of San Diego with data development ongoing statewide.
- Ongoing GIS analysis and cartographic support of agency staff including but not limited to support of planning staff and the Energy and Ocean Resources, Enforcement, and the Technical Services Unit, including Ecology and Geology and Engineering (Geo-Eng).
- Design, development, and staff training on the use of GIS and online mapping applications to empower staff to create and share web maps and applications that facilitate collaboration in coastal management and communicate complex information to the public. These include the [Environmental Justice Policy Story Map](#), [California King Tides Project Story Map](#), [Coastal Cleanup Day story map](#), [Sea Level Rise Story Map: Planning for the Future](#), [California Coastal Trail Map](#), and the [Critical Coastal Areas Map Viewer](#). Planning for mapping applications that address public trust resources, climate adaptation and sea level rise are underway. These platforms increase collaboration among teams as well as our partners, enhanced data sharing and management, and has enabled the Agency to better inform the public.
- Interagency coordination and participation in several statewide technical GIS user groups including but not limited to the State GIS User Group, the San Francisco Estuary Geospatial Working Group, and the California Natural Resources Agency UAS Working Group.
- In 2021, the Mapping Unit assisted with the significant task of upgrading and migrating the Commission's Coastal Data Management System (CDMS) to a hosted cloud environment. Staff can now access permit history via parcel and address location information through an improved mapping interface in a more efficient way. The Mapping Unit provides ongoing backend support of the CDMS.

Information Systems Unit

The Information Systems Unit (ISU) supports the computer desktop and software environments, network and server infrastructures and web development for the agency. The ever-changing technological landscape with changes in the computing, networking

and cloud-based services creates challenges for the Unit to maintain adequate professional development to meet the needs of commission staff. The Unit has seven full time staff working under the direction of the Information Systems Unit Manager.

Workload highlights for 2021:

- With assistance from Accela, the Unit developed and migrated the Coastal Data Management System (CDMS) from an on-premises server infrastructure to a SaaS cloud environment hosted by Accela:
 - Database conversion from Oracle 11g to Microsoft SQL Server 2019.
 - Development and generation of 50+ reports and other digital output products for Commission staff and public use.
 - Standing up and migrating three (3) n-tier CDMS web application environments: SUPP, TEST and PROD in new Accela hosted SaaS cloud infrastructure.
- File/Print server upgrades for all district offices to Windows Server 2019
- Planning and initial deployment of new domain controllers for Windows Server 2019 Active Directory Domain Services (ADDS) upgrade.
- Ongoing Help Desk troubleshooting of all hardware and software issues reported by commission staff, with most commission staff primarily working remote from non-commission sites.
- Ongoing deployments to upgrade productivity suites to Microsoft Office O365 Pro Plus and Adobe Acrobat DC Pro to all commission staff. The cloud- based subscriptions will permit the Unit to better maintain the productivity platforms for the agency.
- Ongoing efforts with the ADA remediation of all PDF documents hosted on the www.coastal.ca.gov website.
- Continue to design and develop, in coordination with the Statewide Planning Program, the LCP Library to be hosted on the Commission's internal website (Insite).

Water Quality Unit

The Water Quality Unit (WQU) provides technical assistance to staff, local governments, and applicants to address the impacts of development on water quality, focusing on nonpoint source (NPS) pollution and stormwater runoff. The majority of the WQU staff's time is allocated to the Commission's core functions in regulatory and planning activities. The WQU's two Water Quality Analysts (both environmental scientists) provide technical support to staff in all six districts, as well as to the Energy, Ocean Resources, and Federal Consistency program; Enforcement program; Statewide Transportation program; and Statewide Planning program. In addition, one Coastal Program Analyst with expertise in GIS mapping assisted the WQU part-time in 2021.

As the WQU program is funded by a Clean Water Act grant from the U.S. EPA, WQU staff must also fulfill grant requirements by conducting research, planning, education, and outreach activities in support of California's NPS Program. One of the major focuses of this grant work is coordinating the state's Critical Coastal Areas (CCA) program. The CCA Program promotes a collaborative watershed approach among government

agencies (state, federal, and local) and other stakeholders to focus attention on the impacts of land use activities on water quality in high resource-value marine and estuarine areas, and to identify ways to address these impacts. WQU staff maintains a public webpage for the CCA program, featuring the CCA Online Map Viewer. The Map Viewer shows the location of the 98 CCAs identified in the Coastal Zone, plus other features relevant to coastal water quality, including 1) watersheds and impaired waterways; 2) two types of state-designated high resource-value areas—Marine Protected Areas and Areas of Special Biological Significance; 3) local planning jurisdictions—Local Coastal Programs, Long-Range-Development Plans, Port Master Plans, and Public Works Plans; and 4) Federal lands. Pop-up data boxes supply additional information, such as the certification date of each LCP. The CCA Online Map Viewer was made available to the public in 2021.

In 2021, WQU staff also co-hosted (with the State Water Resources Control Board) a webinar meeting of the Marinas Interagency Coordination Committee (MIACC). MIACC meetings provide an informative forum for marinas, government agencies, and other relevant stakeholders to address NPS pollution related to marinas and recreational boating statewide. WQU staff maintains a public webpage on marinas and recreational boating for this Committee, including informational factsheets and an archive of the meeting presentations.

WQU staff workloads are typically focused in five main categories:

- 1) Technical review of the water quality protection elements in proposed regulatory items (i.e., Coastal Development Permits, appeals, emergency permits, enforcement items, and federal consistency evaluations), as well as condition compliance evaluations. WQU staff conducted over 110 project reviews in 2021.
- 2) Technical review of the water quality protection elements in proposed new or updated coastal planning documents—Local Coastal Programs (LCPs), University Long-Range Development Plans, Public Works Plans, and Port Master Plans (PMPs). WQU staff reviewed six proposals for new or updated LCPs and one proposal for a PMP update in 2021.
- 3) Developing and coordinating California's Critical Coastal Areas (CCA) Program. In 2021, WQU staff refined the CCA Online Map Viewer tool, and ensured that the viewer meets accessibility guidelines. WQU staff also updated a how-to guide for using the Map Viewer.
- 4) Developing factsheets and informational presentations for Commission staff, local governments, other agencies, and the public on water quality protection topics. In 2021, WQU staff produced a factsheet to aid analysts in reviewing Storm Water Pollution Prevention Plans (focusing on construction-phase pollution) that are often submitted with CDP applications.
- 5) Participation in the Commission's various statewide efforts and special grant-funded projects. In 2021, WQU staff assisted with writing and editing the Water Infrastructure chapter (covering stormwater and wastewater) of the Commission's Administrative Draft Critical Infrastructure Guidance, which addresses the impacts of sea level rise on critical coastal infrastructure. WQU staff also participated on the Santa Monica Bay Restoration Commission's Prop 50 grant proposal review panel in 2021.

Environmental Justice Unit

The Environmental Justice Unit endured some pandemic-related staffing challenges

when a core member served as a contact tracer, but by August 2021, the Unit was finally fully staffed. The current EJ Unit includes one analyst, an EJ Unit manager and another senior staff member who oversees the Commission's EJ, equity and communications work. Despite being down a staff member for a good part of the year, the Unit continued to push for progress on the environmental justice and racial equity front.

Highlights for 2021 include:

- Worked on projects both large and small with EJ elements including the Belmont Pool and Aquatic Center in Long Beach and Oceano Dunes. The Unit worked with district staff on two LUP updates for the City of Morro Bay and City of Half Moon Bay, which included environmental justice policies for the first time.
- Supported staff in conducting EJ analysis, outreach, and/or writing findings for 16 CDP/Appeals/CD, 3 enforcement orders 4 LCPAs, 3 LCPs, and 2 PMP Updates.
- Provided support as needed for other units and agency initiatives including review of policy documents, comment letters for CEQA/EIR review, interagency coordination, and public outreach.
- Began providing in-house Spanish translation and interpretation services at Commission meetings. Reclassified two staff positions to receive bilingual pay for the additional work.
- Worked with UC Santa Barbara Bren to create two videos and an infographic aimed at inspiring and showing members of the public who don't usually participate in hearings, how to sign up and participate.
- Launched Peter Douglas Environmental Justice and Tribal Affairs Coastal Planning Internship Program, which will offer paid internships for undergraduate college students. The program is intended to provide opportunities for interns and help diversify the agency.
- Drafted equity and inclusion language with the Commission's Human Resources Division and Senior Management Team that will go into every new and current employee's official duty statement allotting a certain percentage of staff time to prioritize these internal goals. Duty statements for planners and enforcement analysts will also reference EJ and tribal work as part of their required work.
- Rebranded the agency's Racial Equity Action Plan (REAP) as the Justice, Equity, Diversity and Inclusion (JEDI) Plan to reflect similar changes at sister agencies. Continued to advance internal racial equity goals at the agency.
- Worked with staff to create a page with photos and profiles of staff and their stories of how they came to work at the Commission in an effort to encourage a greater variety of candidates to apply to the agency.
- Developed resources for self-guided EJ and equity training for new staff based on materials and videos from January 2020 training
- Worked with Human Resources to create and distribute exit surveys to better understand why staff leave the Commission and what the agency can do to retain more staff.

Public Access Unit

The Public Access Program is staffed by one Program Manager. The Coastal Act requirement to maximize public access to and along the shoreline is a broad mandate that is implemented in a number of ways.

Hollister Ranch Coastal Access Program planning continues. Commission staff, along with our agency partners the State Coastal Conservancy, State Lands Commission and State Parks Department is steadily working to implement AB 1680 which requires the preparation of a contemporary Access Program to provide land based public access to and along the coast of Hollister Ranch in Santa Barbara County. In November 2021 the Draft Coastal Access Program was presented to the Coastal Commission for Commissioner and general public review and comment. At this virtual workshop, over 50 public speakers (along with hundreds of emails) responded to the Draft recommendations. The Coastal Commissioner's identified specific changes needed to the Draft program, including removing suggested caps on daily use numbers (instead using adaptive management techniques to ensure that public access does not impact the resources), ensuring that some amount of private cars be allowed to provide access to the beaches to augment the proposed shuttle program in order to ensure equity for families, and continuing to prioritize both underserved communities as well as Tribal interests in opening the beaches to the public.

In 2022, staff will update the Program accordingly and bring it to the Commission for final review and adoption.

California Coastal Trail mapping project is complete and was launched at the Coastal Commission hearing in May 2021. This mapping project identifies the status of the existing segments of the Coastal Trail system. State law requires that the State Coastal Conservancy, in collaboration with the Coastal Commission, Caltrans and the State Parks Department, complete the Coastal Trail. The Commission and the Conservancy collaboratively worked together to document the existing segments of the Trail and prepared a GIS based information system that is now available for review and download on the Coastal Commission website. The information that is contained in this mapping project will significantly assist in bridging the gaps in the Trail, though such means as permit conditions, LCP policies, advanced mitigation and other available steps. For example, this mapping data is currently providing important information for several pending projects in which the CCT is a potential component, including a blufftop land transfer and a bridge replacement in Mendocino County.

Barriers to Coastal Access work continues through various strategies including collaboration and support of various nonprofits group advocating for beach and surf equity and inclusion. Ensuring that underserved and inland community members can reach and use the beach and ocean in an equitable manner is a high priority. Collaboration with both local governments and State Parks to ensure their policies are consistent with equitable access policies is on-going.

Offers to Dedicate Public Access Easements are required by the Commission in order to mitigate public access impacts from private development. These OTDs (currently 1,752) are tracked and managed to ensure that all OTDs are accepted in a timely manner, that all OTD Easements are developed, opened, and maintained for public use in perpetuity, and that these Easements are monitored to ensure that if encroachments occur, this is referred to the Enforcement Unit for action.

Legislative Unit

The Legislative Unit has one full time CEA that represents the Coastal Commission in Sacramento, and one Transportation Analyst that assists with the tracking and analysis of transportation-related bills. Legislative responsibilities include tracking, analyzing and drafting language; coordinating with the CNRA Legislative Unit; responding to questions from committee and legislative staff; testifying on bills that affect the Commission; presenting monthly updates to the Commission; preparing and presenting more detailed reports on specific legislative issues of interest; tracking and participating in the annual budget process; meeting with Legislators and staff regarding coastal issues; responding to information and constituent requests from the Administration, Members and staff; and fielding inquiries from the general public.

The pent-up legislative energy from the reduced bill numbers in 2020 was expressed in an unusually high number of bills with the potential to affect the Coastal Commission in 2021. The Legislative Unit tracked 80 measures related to coastal resources, housing, transportation, offshore wind and tribal policy, and provided monthly updates on these measures at Commission meetings. Many of these measures involved complex issues that required sustained engagement by the Commission's legislative and technical staff throughout the session. The Commission actively supported seven bills, four of which were signed by the Governor. Two of the chaptered measures supported by the Commission, SB 1 (Atkins) and SB 433 (Allen), involved significant Coastal Act amendments related to sea level rise and enforcement, respectively. A third measure, AB 500 (Ward) would amend the Coastal Act to address affordable housing, and is a two-year bill. Additionally, SB 231 (McGuire), which involves the transfer of a piece of surplus coastal property from the Department of Transportation (Caltrans) to a tribal non-profit, is requiring ongoing coordination with Caltrans, the Tribes and the author in order to implement. The Commission also voted to oppose 2 measures, both of which were held in their first policy committee.

The Governor's May Revise involved the allocation of an historic budget surplus, including historic investment in natural resources and climate adaptation. The \$40 million augmentation to the Commission's local assistance budget was the single largest budget increase in the Commission's history. Providing the Legislature and the Administration with the background information to justify the appropriation was an unanticipated but welcome increase in workload for both legislative and executive staff.

The Orange County oil spill generated a noteworthy spike in information and technical requests from coastal Members, committee staff, and other agencies, and the Legislative unit facilitated numerous calls, meetings, and document exchanges over the months of September, October and November between Capitol partners and Commission staff.

Interagency coordination to implement newly or recently enacted statutes from previous legislative sessions continued throughout the year, as legislative staff participates on the Hollister Ranch Public Access Interagency Team; attends monthly meetings with the Department of Housing and Community Development to address changing housing policy; and interfaces frequently with legislative staff from sister agencies to address issues relating to sea level rise, aquaculture, wildfire, offshore wind, offshore oil, and transportation projects.

Conducting the regular work of the Legislative Unit remotely with limited access to the

Capitol, staff, Members or other interested parties has proven to be challenging and time-consuming, and much less efficient or effective than person-to-person interactions, requiring far more time to do familiar tasks.

The Public Education Unit

The Public Education (PE) unit continued to carry out the Coastal Commission's core education, public awareness, and outreach functions. The unit offers education and involvement opportunities for people of all ages and physical abilities, with an emphasis on reaching communities who lack access to the coast and to marine education programs, including low-income populations, communities of color, inland communities, rural populations, and English language learners. In addition, the unit serves a critical state role by providing coordination, tools, training, and resources for a wide array of organizations and individuals, including non-profits, government entities, educational institutions, community groups, and visitor-serving facilities. Programming touches on a range of topics and issues including climate change, ocean pollution, habitat restoration, environmental justice, public access, and community action.

2021 was another year of adaptation and creative response to changing and uncertain circumstances as staff, our partner organizations, and our grantees continued to navigate the challenges of the COVID-19 pandemic on education programs. In some cases, more in-person programming was able to resume, in other cases virtual programming and self-guided stewardship activities continued, and in most cases, there was a hybrid combination. A bright side of the COVID-safe strategies is that they were often not constrained by geography, expanding accessibility for some programs and providers.

A core function of the PE unit is planning, developing, executing, publicizing, and evaluating statewide public education and stewardship programs and events. The work requires close coordination with project partners, such as local, state, and federal agencies, and nonprofit organizations. PE staff serves as the central coordinator and information hub for these efforts, which include California Coastal Cleanup Day, California King Tides Project, and Boating Clean and Green Program (BCGP).

As restrictions on gatherings lifted, PE staff worked with local organizers to resume clean-up activities in some locations. Most significantly, the 37th annual [California Coastal Cleanup Day](#) took place on September 18th and marked the Commission's return to an in-person event after the 2020 hiatus. While limited in scope and capacity, there were over 450 cleanup sites and 36,289 volunteers on the traditional third Saturday of September. Staff managed the statewide effort by recruiting new local coordinators, interfacing with 85 partner organizations, procuring and providing cleanup supplies, creating a publicity campaign, promoting awareness through media coverage, securing sponsorships, assisting volunteers, and coordinating data collection efforts and program evaluation. In addition, staff encouraged and supported neighborhood cleanups of streets, local parks, and other natural areas throughout the month, an effort that began in 2020 and continues year-round. The neighborhood cleanup option facilitated the engagement of thousands of participants in areas of the state for whom a scheduled cleanup day was not accessible. Staff also promoted cleanups through the year round [Adopt-A-Beach® Program](#). In 2021, staff worked with 34 local coordinators and more than 15,000 people participated in Adopt-A-Beach cleanups statewide.

For the [California King Tides Project](#), PE staff solicits, evaluates, and maps hundreds of public photos, which become part of a vast photo archive that is used to visualize the impacts of future sea level rise in a community, document current flood risks, ground-truth and validate climate change models, and serve as a living record of change for future generations. Staff works with the media and partner organizations to bring awareness to King Tides, encourage participation, and publicize local community events. During the most recent King Tides season in December 2021 and January 2022, members of the public uploaded over 1,400 photos that staff [mapped](#) for ease of viewing by planners, scientists, media, students, and other members of the public.

The [Boating Clean and Green Program](#) offered a wide range of virtual programming. Staff created eight short videos on topics such as oil spill prevention and sewage management, conducted six clean boating webinars, and hosted a six-week on-line quiz. Staff provided 13 virtual trainings for volunteer educators, or “Dockwalkers” and handled the design, procurement, and assembly of Boater Kits, which is the educational tool used in that program. Staff also provided technical assistance to boating facilities in identifying the need for and installing pollution prevention services for boaters. One element of this work is overseeing the State’s fishing line-recycling program, which installed fifty new stations at boat launches, marinas, and piers in 2021, bringing the total number of stations to 322. Staff is working with NOAA to expand the program.

Another core PE unit function is providing educational opportunities for K-12 students and resources for educators. PE staff led professional development trainings for a new Environmental Justice curricular unit at the Inland Empire’s Environmental Education Collaborative Symposium, the Association for Environmental and Outdoor Educators’ annual conference, and the annual conference of the California Association for Science Educators (CASE). Staff also presented at the CASE conference on how educators can use the California King Tides Project to teach students about sea level rise.

Contests invite the public to participate in a creative process connected to the California coast and ocean. PE staff solicits entries, arranges judging and prizes, and coordinates traveling exhibits at locations such as galleries, libraries, visitor’s centers, and other public spaces. Staff held three contests in 2021, an art and poetry contest for students, a climate video challenge for students, and a photography contest for the public. The 19th annual [Coastal Art & Poetry Contest](#) received 1,322 entries in 2021 from K-12 students throughout the state. Ten winning entries and 38 honorable mentions were displayed on the [Commission’s website](#) and featured across social media. Staff hosted an online poetry reading and gallery opening for the recognized students, parents, and teachers, and arranged for the poetry to be published in the May 2021 issue of Chapman University’s [TAB—The Journal of Poetry and Poetics](#). In March 2021, staff and a panel of outside expert judges selected [winners](#) in the second annual [Climate Video Challenge](#), answering the question, “What does climate justice mean to you?” The 22nd annual Ocean and Coastal Photography contest received over 800 submissions. An expert judging panel selected three prize winners and 13 honorable mentions. Staff arranged photo exhibits at the Pacific Grove Art Center in January and February 2021 and at the Crab Cove Visitor Center in Alameda through December 2021.

PE staff administers the [Whale Tail® License Plate Grants Program](#). The program supports experiential education and stewardship of the California coast and its watersheds. With most of the FY 2019/20 Whale Tail® grant recipients extending their grant periods to deal with the challenges and uncertainties of the COVID-19 pandemic, the Commission did not hold a competitive Whale Tail® Grants cycle in FY 2020/21. Special targeted grants were provided to a group of local organizations around the state to address increased plastic pollution in their communities due to the impacts of COVID-19. In addition, staff worked with Justice Outside to review and revise the grant process to increase accessibility and equity for California organizations. Revised guidelines were launched in the fall and 168 proposals were received. Staff evaluated the proposals and developed a recommendation for the Commission, which it will present at the February 2022 Commission meeting.

Communication and publicity are a key part of the unit's work. PE staff manages the Commission's social media channels, and with most in-person fairs and events canceled, staff expanded its outreach activities over virtual platforms in 2021. PE staff also conducted marketing activities for the Whale Tail® License Plate and Protect Our Coast and Ocean tax check off fund. In addition, staff conducted an RFP process and contracted with Loma Media for marketing services. Staff met regularly with Loma Media, providing feedback and oversight.

Staff positions in Public Education are funded by revenue from the Whale Tail® License Plate. Whale Tail® Plate revenue has declined in recent years, which has impacted core education programs. The unit has not been able to fill all staff positions since 2019, which has resulted in some programming reductions and an increased workload for remaining staff. The unit received a General Fund allocation for the Whale Tail Grants Program in 2021 to support local assistance grants.

Energy, Ocean Resources and Federal Consistency Unit

Staff of the Energy, Ocean Resources and Federal Consistency (EORFC) Division managed a substantial workload for 2021 and anticipates a similar or greater workload for 2022. In 2021, the EORFC Unit managed the transition of several senior staff members to retirement and other opportunities and welcomed new staff and management. In addition to a steady stream of more minor permitting and federal consistency workload items, the EORFC Unit also brought several significant items in front of the Commission. These included a Pt. Reyes National Seashore General Management Plan Amendment for beef and dairy ranch operations and management of Tule elk, a Farallon Islands National Wildlife Refuge program to eradicate invasive house mice, a Management Plan for the Monterey Bay National Marine Sanctuary, the Federal Highway Administration North Santa Cruz County Rail Trail project, the NRCS Eel River Estuary Restoration Project; the NOAA and CDFW proposal for restoration of coastal dunes and wetland habitat at the Ocean Ranch/Eel River estuary, and an informational briefing on offshore wind. Finally, EORFC staff were involved in response efforts related to the October 2nd oil spill off the coast of Huntington Beach and will continue to participate in the Natural Resource Damage Assessment.

For 2022, the Department of the Interior's Bureau of Ocean Energy Management ("BOEM") will submit two federal consistency determinations on offshore wind energy lease areas, one for the North Coast and one for the Central Coast. Additionally, Staff

anticipates bringing several desalination proposals to the Commission in 2022 (including new facilities proposed by Poseidon in Huntington Beach, South Coast Water District at Doheny Beach (Orange County), the Cambria Community Services District (San Luis Obispo County), and possibly California American's Monterey Peninsula Water Supply Project as well as modifications to existing facilities on Catalina Island, the Poseidon facility in Carlsbad.

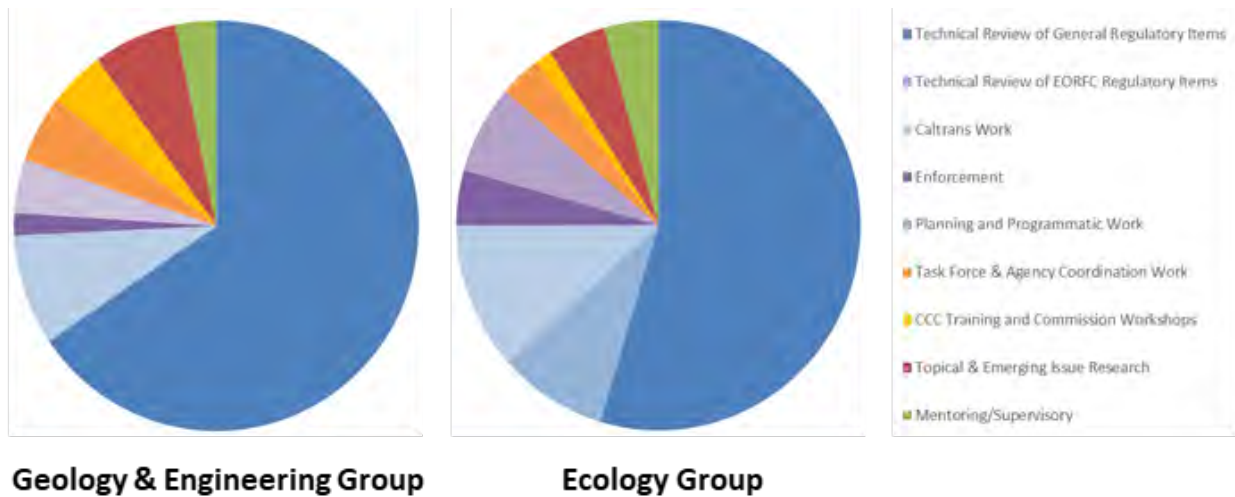
Other significant project proposals anticipated to go before the Commission this year include: SANDAG's Del Mar Bluffs Stabilization Projects 5 and 6, a new space launch facility on Vandenberg Space Force Base, the U.S. Navy's Old Town San Diego Redevelopment Project, and possibly a private five-golf course and lodging project on Vandenberg Space Force Base.

Additionally, staff will remain active on various multi-agency planning bodies including the Oil and Gas Platform Interagency Decommissioning Work Group, BOEM-California Intergovernmental Renewable Energy Taskforce, Statewide Advisory Committee on Cooling Water Intake Structures (SACCWIS), MPA Statewide Leadership Team, Interagency Aquaculture Coordination Committee, Southern California Dredged Material Management Team, Aquaculture Leadership Team, Southern California Wetlands Recovery Project (WRP), NOAA Restoration Center agency coordination team and several Joint Review Panels (JRP) related to upcoming regulatory projects.

Technical Services Unit

As science continues to guide the implementation of the Commission's mission, the demand for scientific and technical expertise continues to grow.

Figure 12. Technical Services Workload



2021 Workload Estimates	Work Items	Hearing Items	Advisory Bodies
Geology	203	74	10
Engineering	175	79	15
Ecology	305	111	43

The Commission's Technical Services Unit (TSU) covers areas of ecology, engineering, and geology, and provides direct support to staff across the six districts, Energy, Ocean Resources and Federal Consistency, Enforcement, and Statewide Planning units, and also works with the Legal Division, Water Quality, Mapping & GIS, and Executive Management teams. The three ecologists divide their work geographically and in some cases by subject matter, with the ecology supervisor splitting time between project work and supervision. The engineers have divided their work geographically so that they each have some projects within every district, under direction of the supervising engineer; the one geologist works on projects statewide. TSU workloads are dominated by support for the Commission's core functions in regulatory and planning activities, with broad distributions of time differing somewhat between the Ecology and Engineering/Geology groups, as shown in the provided graphs.

In 2021 the Commission continued to rely on science and technically-sound analysis to guide decision-making. Over time, this emphasis has resulted in a greater need for detailed technical reviews over a broader and increasingly complex range of projects, in addition to the overall general increase in the Commission's workload. Also, recent, much-needed growth in other Commission programs, including the Enforcement and Caltrans units, and in LCP support for addressing climate change has created increased demand for TSU review. The 2021 workload also reflects the allocation of TSU attention under constrained conditions due to Covid and reduced work hours due to mandatory PLP. Covid-related limitations on travel and the migration of almost all meetings to online platforms has reduced the time staff spends in transit; however, the work time gained is often counterbalanced by the difficulties of doing remote site assessments and the reduced opportunities for problem solving and creative interactions during remote meetings. Overall, 2021 has continued to highlight the need for additional technical staff to cover the increased volume and complexity of the TSU workload.

Technical review of regulatory items largely consists of support and analysis provided on regular and emergency permits, amendments, and appeals. Additionally, technical staff are regularly involved in federal consistency reviews, enforcement cases, pre-submittal and local action reviews, and permit condition compliance. Emergency permits represent a substantial workload challenge for Engineering and Geology, as these tend to be seasonal and necessarily receive priority attention over other tasks. For the Ecology Group, condition compliance items such as review of restoration, monitoring, and mitigation plans and reports and associated adaptive management actions, represents a large component of our work. Some of the significant items that went before the Commission in 2021 that relied heavily on TSU support included (among many others): Oceano Dunes State Vehicular Recreation Area CDP review, Santa Cruz North Coast Rail-Trail, Farallones Mouse Eradication Project, Dillon Beach Resort, Pillar Point Harbor West Trail Living Shoreline, Rhodes Mixed Use Development, Mirada Rd. pedestrian bridge, Bel-Air Bay Club sand berms, Long Beach Belmont Beach and Aquatic Center, Cannons Resort (Dana Point), Capistrano Beach Park temporary protection and living shoreline, Laguna Beach Municipal Code bluff hazard amendments, 325-327 Pacific Ave. seawalls (Solana Beach), Cyprus Shores-OC Metrolink emergency revetments, the Pond 20 mitigation bank in San Francisco Bay, and Municipal stormwater drainage clearance in San Diego.

Technical support in Enforcement cases and Caltrans projects can be especially

intensive, requiring broad expertise and extensive coordination with district and Caltrans staff. Support to these units has been a growing component of TSU workload in recent years, and especially in 2021 as new staff have been added to these teams. Recent large enforcement cases and transportation projects that have taken TSU time include the Gleason Beach Highway 1 Realignment, Scott Creek restoration project, the Del Mar bluffs, Ocean Aire, and several Caltrans bridge repair and replacement projects, especially in the north coast region. Additionally, efforts to develop an advance mitigation program and mitigation banking guidance and bank establishment for Caltrans have required considerable Ecology Group attention.

Planning and programmatic work includes review of LCPs, LCPAs and other planning items, hazard and sea level rise vulnerability assessments, and regional habitat management plans. It includes contributions to various statewide efforts such as development of staff guidelines for nature-based adaptation strategies, guidelines for implementing the CalFire Vegetation Treatment Program within the coastal zone, the Commission's Critical Infrastructure Guidance, and special grant-funded projects such as those to develop guidance documents for the public and local governments. For example, in 2021, Engineering and Geology worked extensively on a new guidance for addressing tsunami hazards in LCPs, while the Ecology Group was heavily involved in the development of PWPs for San Mateo, Santa Cruz and San Luis Obispo Counties related to forest health and vegetation management for wildfire.

Task force and agency coordination work also constitutes a significant portion of TSU workloads, as there are many long-term or ongoing interagency efforts convening on complex local, regional and statewide issues requiring technical input. Consistent TSU involvement facilitates the advancement of agency goals, fosters collaborative relationships with agency partners, and 'streamlines' reviews when projects come before the Commission. Examples of such bodies include the North Central California Coastal Sediment Coordination Committee, Southern California Wetlands Managers Group, the San Diego Regional Environmental Mitigation Working Group, and the four coastal-region Fish Passage Advisory Councils. Coordination with specific agency partners on topical issues also falls into this category. For example, Engineering and Geology continues to participate in the Coastal Sediment Management Workgroup and to collaborate with the California Geology Survey and other agencies to develop new tools and policy guidance to address tsunami hazards, and Ecology actively works with partners on statewide and pesticide-related issues and, on the Central Coast, with the Integrated Watershed Restoration Programs addressing landscape-scale issues through coordination on regional projects. Efforts related to improving consistency and transferability of monitoring approaches in all TSU disciplines are also emerging.

A fourth category, CCC Training and Commission Workshops, captures TSU time spent on developing and delivering tools and training materials for analytical staff as well as the public as provided at Commission meetings. In 2021, this was a relatively smaller fraction than prior years, in large part due to the high demand for timely review of regulatory items, and changes to the Commission meeting format because of Covid-19 and the associated logistical constraints discussed above. TSU Supervisory and Mentoring work has grown in importance and time demands to ensure work consistency and quality, promote the growth of new staff, and address the challenges of remote work and staff interaction.

All TSU staff invest time in training staff on technical issues specific to Commission work, such as ESHA and wetland policies, mitigation policy approaches, setback

determinations, hazards analyses and coastal processes. While TSU had often invested significant time in working with interns and coastal fellows, 2021 saw a reduction in these efforts and greater focus on internal staff training and support. As the agency returns to in-office work TSU will seek to reintroduce its fellowship and internship programs. TSU staff have increased their participation in staff project discussions and provided scheduled times to consult with staff on a range of issues. Geology and Engineering continues to host monthly Beach Erosion and Coastal Hazards group meetings to facilitate agency-wide discussion of coastal hazards, shoreline protection projects and other issues related to beaches.

The Technical Services Unit faces increasing demand to advise staff on emerging threats posed by climate change.

Topical and emerging issue research is an ongoing and growing demand for TSU attention, as staff recommendations need to incorporate the best available science in fields that are constantly advancing. Traditional coastal science and research has grown greatly over the years, and emerging science on climate change and coastal adaptation has new implications for coastal management. Sea level rise and coastal erosion issues are ubiquitous challenges along our shores, as is the need to understand the opportunities for and impacts of the multitude of potential adaptation strategies. For example, in 2021, TSU staff participated in a multi-agency effort, “Dunethusiasts”, to explore the use of coastal dunes as a nature-based shoreline adaptation option. TSU has worked diligently to maintain an updated technical understanding of many nature-based systems and their performance under various conditions to ensure that they are sited, designed, and monitored with appropriate considerations.

In addition, ocean acidification, habitat restoration, extreme heat exposure, drought and a changing hydrologic cycle, carbon sequestration, desalination, and the development of educational resources related to climate change are issues of increasing concern. Similarly, forest management for fire prevention and recovery has become an urgent State priority, demanding considerable staff attention related to protecting ESHA through landscape management and consideration of issues like habitat conversion, soil health, water quality, and sediment budgets.

TSU staff must also stay engaged and informed on the emerging science of many non-climate issues. For example, efforts across the state have increasingly sought to limit the use of pesticides and to this end, the Ecology Group has had to investigate their impacts, suitability, and available alternatives. Restoration practices also evolve through time as have mitigation approaches, both of which are central to the Ecology Group’s day-to-day work. New technological tools additionally require TSU staff time to learn, familiarize, and use in crafting more efficient workflows. Traditional coastal science and research has grown greatly over the years and science on climate change and coastal adaptation have added to the issues that are important to coastal management. TSU’s continued efforts on task forces, training, and research into expanding fields and emerging issues remain focused on bringing the best available science to the Commission’s program and decision-making process.

Transportation Unit

One of the primary functions of the Transportation Program is to coordinate with state, regional, and local partners in the planning, design, and implementation of resilient multi-modal transportation facilities and networks within the coastal zone. Another

primary purpose of the Program is to facilitate the effective regulatory review of a suite of different proposed transportation projects, including roads, bridges, transit facilities, bicycle paths, pedestrian trails and related public accessways, within the Commission's original and appeal jurisdictions. The Transportation Program team works on several fronts to guide transportation plans and projects in their development so that they comply with Coastal Act and Local Coastal Program policies, including adapting to threats from sea level rise as well as promoting active transportation, greater social equity, and improved habitat protection. Accomplishing these goals while processing a growing number of plans and projects represents a significant workload for Commission staff.

Over the last twenty years, the California Department of Transportation (Caltrans) and the Commission have engaged in several Interagency Agreements to support a broad range of activities to facilitate collaboration that mutually supports the public missions of both agencies—advancing positive outcomes for both transportation services and coastal resource protection. A key aspect of these Interagency Agreements has been to boost Commission staff's early and ongoing participation in Caltrans' plan and project development to achieve consistency not only with California's coastal program mandates, but also with the federal Coastal Zone Management Act. To bolster these efforts, Caltrans also established a Coastal Program Unit within its Division of Environmental Analysis, which works closely with the Commission's Transportation Program to implement and improve the partnership and the delivery of transportation services.

Transportation Project Coordination

Caltrans' Coastal Program and the Commission's Transportation team carefully track upcoming projects and plans, work to quickly identify and resolve potential issues, develop guidance material on meeting Coastal Act requirements, share educational and training materials about each agency's procedures, and distribute lessons learned and best practices across the District Offices of both agencies and between headquarters' units. One of the key strategies for delivering these things continues to be conducting semi-annual coordination meetings between each Commission and Caltrans District office, making for a total of a minimum of 12 comprehensive District overview meetings each year.

Substantial workload in 2021

In 2021, the Transportation Team processed 26 regulatory approvals of Caltrans projects, while they simultaneously worked on a myriad of related regulatory efforts, including undertaking complex permit condition compliance activities, participating in project development teams, and commenting on a wide variety of environmental documents (**Figure 13**).

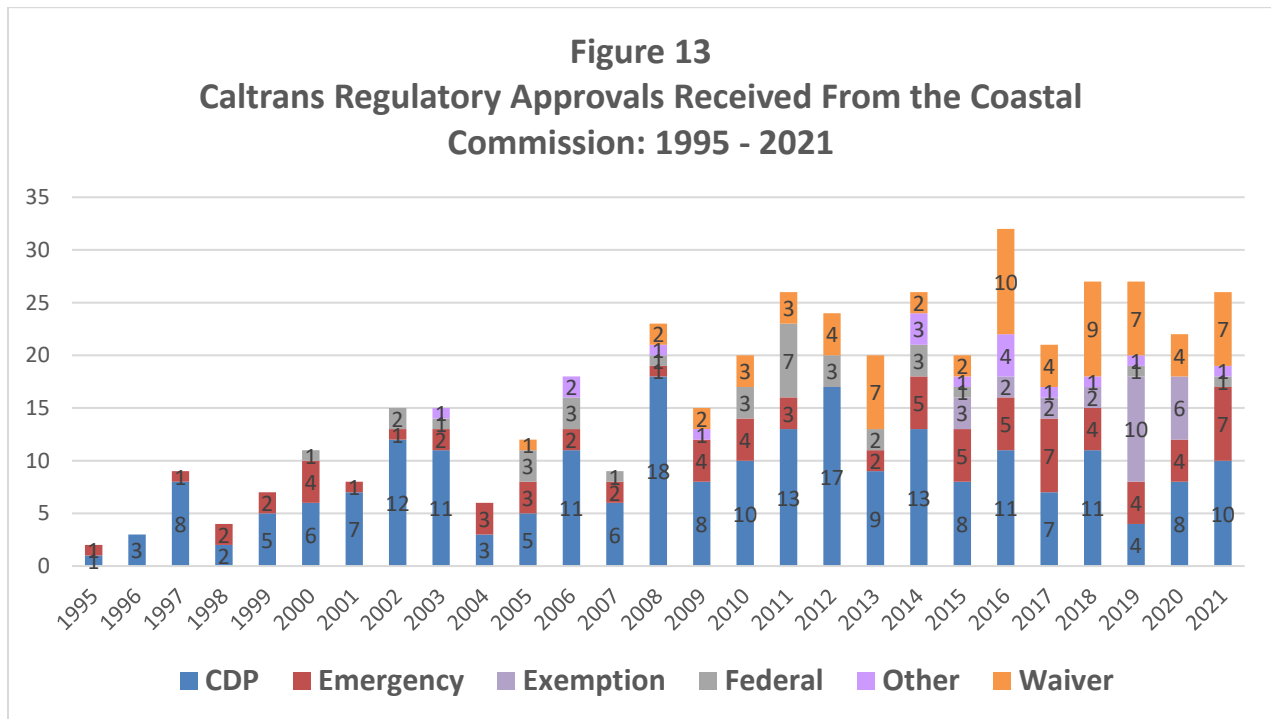


Figure Description: This chart reflects records from Caltrans’ STEVE database, Coastal Commission Hearings, the Coastal Commission’s CDMS database, desktop research, and input from Caltrans District and Coastal Commission staff; and does not include permits received from Local Coastal Program agencies. Permit types included in the “Other” category include Cease & Desist Orders, No Effect Determinations, Notice of Impending Development (NOIDs), Public Works Plans, and Public Works Plan Amendments.

Looking ahead to 2022 - Anticipated Increase in Regulatory Review Needs

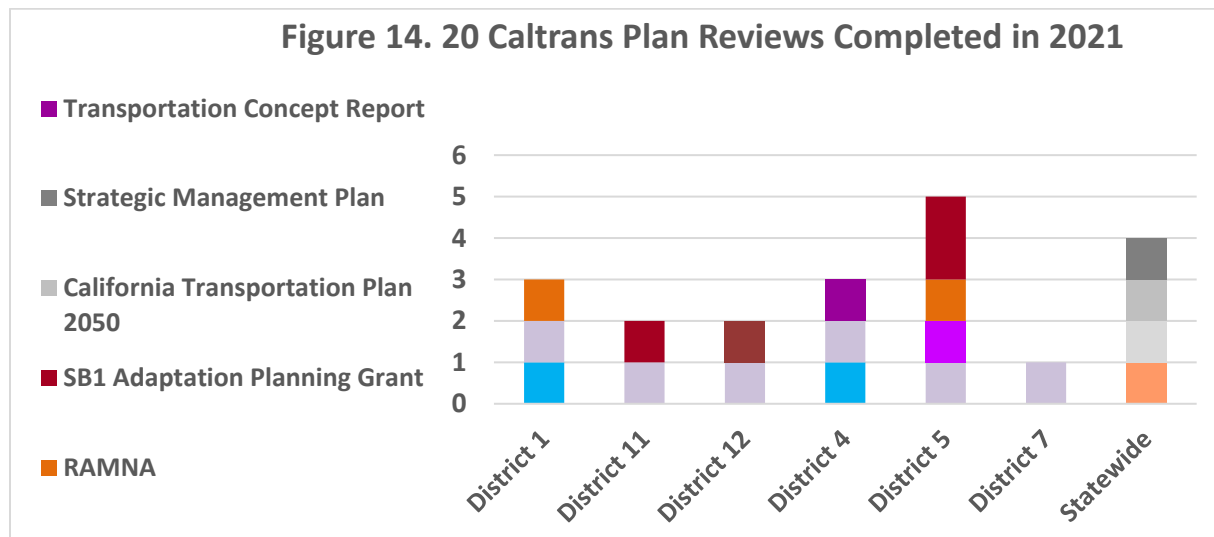
The need for close coordination with Caltrans will be magnified in 2022 and beyond. Mounting operation and maintenance needs of the state’s highway system, along with rising climate change threats and new transportation demands as well as the infusion of additional funding from SB 1 and new federal infrastructure packages, are steadily increasing resource agency workloads. The necessary planning and regulatory reviews of the resulting project proposals will require an increasing proportion of staff time to ensure that adequate coordination occurs so that plans and projects are consistent with Coastal Act policies. Working with Caltrans’ Coastal Program’s workload projections, the Transportation Program anticipates that, approximately 30 significant projects will require attention and processing in 2022.

A major additional priority of work in 2022 will be to continue to work with the Caltrans’ Coastal Program and District staff, on the *Coastal Development Permit (CDP) Application Modernization Project (CAMP)* which is aimed at improving Caltrans staff’s understanding of the CDP application process and strengthening their abilities to navigate through it. Work products will include Caltrans Coastal Program guidance on developing the information necessary to complete permit applications, designing projects to be context sensitive so that they might qualify for permit waivers, clarifying the roles and responsibilities of Caltrans and CCC staff through different stages of the transportation project development process, and following best practices for data entry and quality control to improve both staffs’ abilities to plan, manage and complete workload demands. Relatedly, the Transportation Program will continue to work with Caltrans Coastal Program in the upcoming year to further refine Permitting and

Planning Dashboards that track projects and planning efforts along the coast, along with helpful GIS mapping and information links.

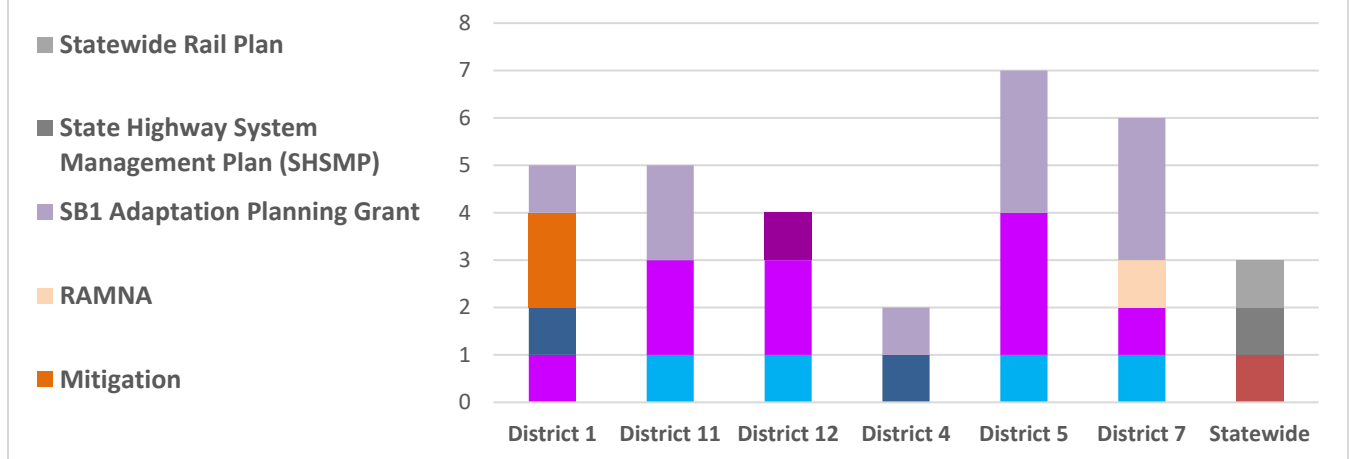
Transportation Plan Coordination

In 2021, communications between Caltrans and the Transportation Program were facilitated on 52 Caltrans Plans and opportunities were identified for Caltrans to potentially consult on the transportation implications of 37 LCPs. Of these, Transportation Program staff facilitated comments on 20 Caltrans plans; many of those comments recommended making transportation efforts more resilient to sea level rise, more equitable for all users, more accommodating of active transportation, and more conducive to reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions (**Figure 14**). Specific plans reviewed included the California Transportation Plan 2050, the Climate Action Plan for Transportation Infrastructure, the 2021 State Highway System Management Plan, the Climate Change Emphasis Area Guide for Caltrans Corridor Management, and the California State Rail Plan, as well as numerous Sustainable Communities Strategies, Regional Transportation Plans and Corridor Management Plans.



2022 Highlighted Plans for Coordination:

Going into 2022, 32 Caltrans Plans and several LCP updates have been identified as potentially benefiting from coordination between Caltrans and Coastal Commission staff (**Figure 15**). In particular, the parallel Ventura County LCP update and Caltrans' upcoming Oxnard to Santa Monica Corridor Management Plan are being recognized as a prime opportunity to pilot ways to improve coordination between Caltrans' districts, local governments, and Commission staff to collaboratively examine climate change vulnerabilities and adaptation approaches. The pilot also will investigate how forward-looking recommendations in the Coastal Commission's critical infrastructure policy guidance might be similarly reflected in both the County's LCP and Caltrans plan for the corridor and how this collaboration experience might inform other adaptation planning efforts throughout the coastal zone.

Figure 15. 32 Caltrans Plans for Coordination in 2022

Integrated Planning Team

As in previous years, Transportation Program staff in 2022 will continue to take part in ongoing efforts to implement collaboration improvements agreed upon by Commission and Caltrans' leadership through their 2017 Integrated Planning Team (IPT) Partnership Agreement. These efforts include the improvements in project delivery and regulatory processes referenced above. The IPT Plan for Improved Agency Partnering also included two key focus areas: addressing sea level rise (SLR) and completing the California Coastal Trail. Many of these endeavors mutually support the two agencies' Strategic Plans and implicate a variety of programs within both agencies. Below are a few highlights of this IPT work in 2021 and anticipated efforts in 2022.

Key Focus Area: Sea Level Rise (SLR)

Commission staff will expand coordination with Caltrans on a variety of sea level rise-related fronts throughout 2022. Transportation Program staff continue to work extensively with Caltrans to assist in amplifying climate change considerations, particularly relative to SLR, in the vast array of funding, planning and project development decisions that the state's transportation agency must make. Many of these efforts revolve around providing input on incorporating SLR considerations into a number of Caltrans' guidance documents, such as the recent draft Climate Change Emphasis Area Guidance for Corridor Planning. Another aspect of the Program's efforts in 2022 will be to explore opportunities with Caltrans for bringing the necessary resources to bear on further studying, planning, and resiliently adapting several extremely vulnerable coastal highway segments that are not currently receiving adequate attention, including some that are out of compliance with existing coastal development permit requirements.

Caltrans' Sea Level Rise Guidance Update

One of the key focal points of this work in 2022 will be to continue to work with Caltrans as it updates its 2011 "Guidance on Incorporating Sea-Level Rise: For Use in the Planning and Development of Project Initiation Documents" (Guidance). Through this effort, Caltrans is attempting to expand the transportation project process coverage of SLR in coordination with the many departmental climate change resilience initiatives to streamline products and avoid duplication of efforts by involving their HQ Division of Transportation Planning, Design, and Environmental Analysis. The 2011 Guidance is

being expanded to apply to all phases of the Caltrans project planning, programming, and delivery processes and will be aligned with related SLR guidance efforts across the state, including those of the Coastal Commission, San Francisco Bay Conservation and Development Commission, California Ocean Protection Council, and California Climate Safe Infrastructure Working Group. A draft of the updated Guidance will soon be shared with the Commission and Transportation staff expects to devote substantial time and attention to support the completion of the overall effort. In the interim, until this Guidance is completed, Commission staff from the Statewide Planning and Technical Services Unit will continue to be called to work with the Transportation Program to prompt and guide Caltrans' SLR analysis and planning as early in the project development process as possible to affect project design, meet permit application filing requirements, and support necessary Coastal Act policy findings for permit approvals.

It is worth noting that the National Oceanic and Atmospheric Administration (NOAA) and the Federal Highways Administration (FHWA) recently requested Commission and Caltrans staff to assist them in highlighting the value of our unique partnership in contributing to California's abilities to meet the challenges of climate change dynamics along the coast. Transportation Program and Caltrans' staff jointly participated in a NOAA and FHWA Congressional briefing in the fall of 2021 spotlighting our collaborations through examples of legacy resiliency transportation projects and outlining important adaptation concepts like phased adaptation, corridor approaches, avoiding "coastal squeeze" of resources and incorporating nature-based strategies. Since then, we have worked with NOAA and FHWA to develop a storymap of the information to reach a broader audience and provide information to other coastal zone management and transportation agencies around the county; the storymap is expected to be released to the public in winter of 2022.

Key Focus Area: California Coastal Trail

A significant achievement over the last two years was collaboration between Coastal Commission and Coastal Conservancy staff—with Caltrans' support—to depict the California Coastal Trail (CCT) statewide in a comprehensive GIS format for the first time. Initially drafted in 2019 and finalized in 2021, these maps identify currently available segments of the CCT and are proving to be an important information source for Commission and other agency staff, as well as the public. In addition, the CCT GIS data layers identify thousands of existing public access points that can inform pending and future transportation projects regarding public access connections. Continuing in 2022, Transportation Program staff will assist incorporating this GIS data and CCT possibilities into Caltrans Active Transportation Plans and relevant projects. The Transportation Program is also working with the Commission's Public Access Unit to forge a new partnership with Caltrans Active Transportation Program to move forward more proactively with connecting the gaps in the CCT and improve our partnership linkages with Caltrans' Complete Streets Director's Directive and related programs.

Other Support Tools and Programmatic Approaches

In 2021, Transportation Program staff continued development of several guidance memos that will inform Caltrans' planning and project delivery processes. Expected to be released in early 2022, a guidance mitigation memorandum will focus on temporary versus permanent impact definitions and related topics in past Commission actions., Another memorandum being finalized provides guidance on applying the Commission's Tribal Consultation policy in Caltrans projects. Forthcoming guidance documents will

address best practices for culvert repair and replacement projects and new bridge railing options that have been developed to be consistent with federal standards.

Special Initiatives: Advanced mitigation

As members of the Statewide Advanced Mitigation Initiative (SAMI), Commission Transportation Program staff reviewed and provided comments on many documents related to the Caltrans Advance Mitigation Program, including Regional Advanced Mitigation Needs Assessments (RAMNAs), that are being completed across the state. Special attention is being paid to ensuring that coastal RAMNAs reflect the Commission's mitigation approaches as fully as possible.

The continued development of the Mendocino Advanced Mitigation Program, a pilot effort to inform the statewide program, also will continue to be a significant workload for Transportation Program staff in 2022. This pilot is an umbrella proposal to cover both early mitigation for upcoming bridge projects in Mendocino County as well as advanced mitigation needs forecast for Caltrans' projects being considered within the County over the next 10 years. Commission staff will coordinate on both the permitting of the restoration sites themselves as well as the establishment of a mitigation bank expected to create credits for future transportation projects requiring CDPs.

State Transportation and Environmental Partnership for Permitting Efficiency

AB 1282 legislation (Mullin) created a Task Force in 2017 that includes the State Transportation Agency, Natural Resources Agency, CalEPA, California Transportation Commission, Caltrans, California Department of Fish and Wildlife, the State Resources Control Board, Regional Water Quality Control Board, and the Commission. This Taskforce was charged with completing analyses of existing processes and making recommendations for improving the effectiveness of permitting for transportation projects in conjunction with enhancing protections for our state's natural, historic, and cultural resources. Following the Governor's Office release of the Taskforce's report to the Legislature, Caltrans initiated working groups on several recommendations in 2020 that continued through 2021 with the Commission's Transportation Program team's participation. Team members also participated in the Implementation Management Group and Steering Committee work as the overall effort was renamed the "State Transportation and Environmental Partnership for Permitting Efficiency" (STEPPE). Working group efforts in 2021 particularly centered on four initial recommendations, including ones aimed at incorporating resource considerations into Caltrans cost/benefit analyses, expanding Caltrans' Corridor Management Plan guidelines to address environmental factors such as sea level rise, and improving how Caltrans responds to emergency repairs.

The fourth and most significant working group effort has focused on developing a structured process for early engagement of resource agencies with Caltrans during their project development process. As the working group moves toward testing the new process in a pilot project on the North Coast in 2022, significant additional time will be required of the Transportation Program staff on this effort, along with continuing the implementation of the other working groups work products as well as expanding efforts into enhancing treatment of aquatic resources and wildlife connectivity. A separate additional working group that is also launching in 2022 centers on developing work products and processes for advancing Caltrans Advanced Mitigation Program. All of these additional demands add to the challenges facing Transportation Program staff as

they continue to juggle their other workload demands without additional resources; however, the results of the efforts have significant potential long-term benefits for transportation planning and coastal resource protection.

Inter-Agency Task Forces

Commission staff have been focusing on enhancing inter-agency coordination to improve the efficiency of government and achieve better outcomes in our difficult work protecting California's coast and ocean. Although inter-agency coordination takes additional time and effort it actually saves time in the end and achieves better outcomes. The Commission staff serve on a wide variety of task forces and working groups (85 total) that involve a significant amount of time and effort. Below are a list of task forces and working groups Commission staff currently serve on:

CLIMATE CHANGE AND SEA LEVEL RISE

- California Coastal Sediment Management Working (CSMW) Group
- Caltrans Integrated Planning Team (IPT) Sea Level Rise Working Group
- Climate Change Action Coordination Team
- Coastal and Ocean Working Group of the Climate Action Team (CO-CAT)
- Humboldt Bay Natural Shoreline Infrastructure TAG
- Public Trust Coordination Group
- Safeguarding California Climate Action Team (SafeCAT)
- State Agency Sea Level Rise Leadership Team
- West Coast Governors Alliance Action Coordination Team

COASTAL HAZARDS AND SEDIMENT MANAGEMENT

- California Geological Survey Tsunami Policy Working Group
- California Geological Survey Tsunami Technical Advisory Panel
- North-Central California Coastal Sediment Coordination Committee
- Sand TAC for San Francisco BCDC
- Southern California Dredged Material Management Team
- Southern Monterey Bay Opportunistic Beach Nourishment Program TAC

COASTAL ZONE MANAGEMENT, STATE AND FEDERAL

- Coastal States Organization Ex-Officio Representatives
- Tijuana River National Estuarine Research Reserve (NERR) Advisory Committee
- USC Sea Grant Advisory Board
- West Coast Regional Coastal Zone Programs and National Estuarine Research Reserve Managers Work Group
- Federal-State GIS Informational Meetings
- SF Estuary Geospatial Working Group

ECOLOGICAL RESOURCES

- Beach Ecology Coalition
- Board of Forestry Cal VTP Implementation Working Group

- California Natural Resources Agency Sea Grant Advisory Panel
- California Natural Resources Agency Statewide Monitoring Coordination Group
- California Wetlands Monitoring Group
- Caltrans Advanced Mitigation Program Interagency Team
- Contaminated Sediments Task Force
- Fish Passage Advisory Councils (FishPACs) for Northern California, Bay Area, Central Coast, and Southern Steelhead
- Goleta Slough Management Committee
- Integrated Watershed Restoration Program TAC for San Mateo, Santa Cruz and Monterey Counties
- Interagency Review Teams for wetland mitigation banking
- Loma Alta Slough Wetlands Enhancement TAC
- Los Cerritos Wetlands TAC
- NOAA Ocean Acidification Resilience Project Advisory Board
- Ocean Protection Council Estuary Marine Protected Area Mgmt Advisory Council
- Ormond Beach Restoration Committee
- Interagency Pesticide Working Group
- Santa Cruz County Regional Conservation Investment Strategy TAC
- Seabird Protection Network
- Southern California Wetlands Recovery Group
- Topanga Lagoon TAC
- U.S.F.W.S. Oregon Silverspot Butterfly Working Group
- Wetlands Recovery Project Wetlands Managers Group

ENERGY AND OCEAN RESOURCES

- California's Critical Coastal Areas Program (Joint Lead Agency)
- CDFW Aquaculture Development Committee
- California Intergovernmental Renewable Energy Task Force
- Channel Islands National Marine Sanctuary Advisory Group
- Coastal and Marine Spatial Planning Regional Working Group
- Diablo Canyon Independent Peer Review Panel
- Greater Farallones National Marine Sanctuary Advisory Council
- Interagency Oil & Gas Platform Decommissioning Working Group
- Joint Strategic Advisory Committee for Ca Coastal Ocean Observing System
- Monterey Bay NMS Advisory Council
- OSPR Technical Advisory Committee
- Ports of San Diego, Long Beach, LA, Hueneme, SF and Humboldt Harbor Safety Committees
- Southern California Coastal Ocean Observing System
- Statewide Advisory Committee on Cooling Water Intake Structures
- Statewide Marine Protected Area Leadership Team

PROJECT-SPECIFIC WORKING GROUPS

- Arana Gulch Adaptive Management Working Group TAC
- Broad Beach Restoration Project TAC
- LOSSAN San Diego Regional Rail Corridor Working Group
- ODSVRA Technical Review Team
- ODSVRA TRT Scientific Subcommittee
- Russian River Estuary Management Advisory Management Panel
- Scott Creek Lagoon Restoration TAC
- Senior Technical Advisory Committee for BCDC
- Surfers Beach Technical Advisory Group

PUBLIC ACCESS AND RECREATION

- Hollister Ranch Public Access Interagency Working Group
- Gleason Beach Coastal Access Task Force
- AB 1282 Transportation Permitting Taskforce
- Barriers to Coastal Access Working Group
- Big Sur Multi-Agency Advisory Council
- California Coastal Trail Working Group
- Caltrans IPT Public Access Working Group
- Lower-Cost Visitor-Serving Working Group

PUBLIC EDUCATION

- California Environmental Education Interagency Network
- Pacific Oil Spill Prevention Education Team

WATER QUALITY

- California Nonpoint Pollution Control Program (Joint Lead Agency)
- California's Critical Coastal Areas Program Interagency Working Group
- Marinas and Recreational Boating Interagency Coordination Committee
- Ocean Protection Council Plastic Pollution Steering Committee
- West Coast Marine Debris Alliance
- US EPA's Regional Response Team Region 9 Applied Response
- Technology Workgroup